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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. & CO.

VOL. XXIX.

CHICAGO, ILLINOIS, MARCH 15, 1911.

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Elevator Machinery and Supplies

FLOUR AND FEED MILL MACHINERY
STEAM AND GAS ENGINES

Pulleys, Shafting, General Power Transmission Machinery, Roll
Grinding and Corrugating

Largest Factory and Stock in Western Country,

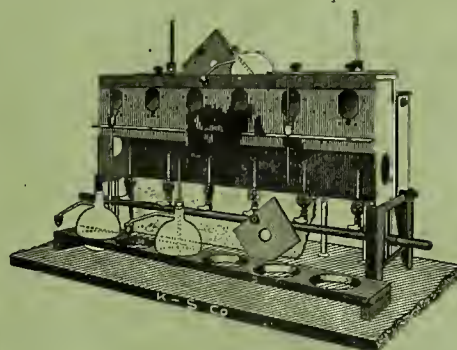
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BROWN & DUVEL'S—for accurate determination of the percentage of moisture contained in grain and other substances.

Adopted as standard by the U. S. Department of Agriculture.

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Friction Clutches
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Either for constant power service or under intermittent load give more every day satisfaction than any other engine on the market. For grain elevators the Foos is especially adapted on account of its patented, safe and positive ignition, straight line counter balance and ample power rating. Many other exclusive features of design developed in 24 years of gas engine building are described in Catalog 39.

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Largest Exclusive Gas Engine Plant in America.



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Four and one-half acres are under roof, and buildings comprise **Sheet Metal Shop, Malleable Iron Foundry, Engine Room, Shipping and Storage Room, Machine Shop, Gray Iron Foundry, Office Building and Pattern Vault.**

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Leaders in the Manufacture of Grain Handling Machinery

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NEW YORK, N. Y.

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Spiral Conveyor (Cold Rolled Sectional Flights)

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Chicago



OVER twenty years' experience in spiral conveyor construction are embodied in the WELLER-Made Cold Rolled Sectional Flight Spiral Screw Conveyor. And on the strength of its successful adoption by the largest and most prominent elevator and mills in the country we now make it to exclusion of all other types of construction.

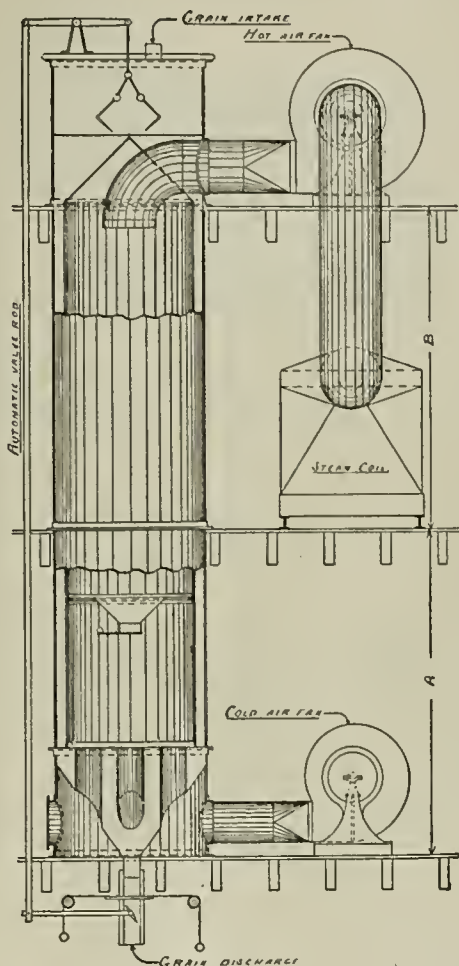
¶ In this WELLER Conveyor the flights are rolled to form cold. This differs from ordinary conveyors inasmuch, as in the latter, the flights are heated and formed in dies; this method tends to soften the steel and weaken the flights.

¶ By the WELLER method of construction two great advantages are offered. One is increased durability, the other lies in the fact that repairs can be made at a minimum of cost in the minimum of time. You are requested to write for our catalogue which gives full particulars.

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¶ We specialize in the manufacture of machinery for service in elevators and mills. Our years of study in the problems of handling materials in the most efficient and economical manner possible, combined with our complete organization, enables us to offer a service which means decreased costs and increased profits to our customers.

¶ We will be glad to submit estimates upon request, covering any requirement for elevating, conveying or power transmission purposes, and a corps of experts are always ready to co-operate with you upon the solution of any problem connected with this part of your business.



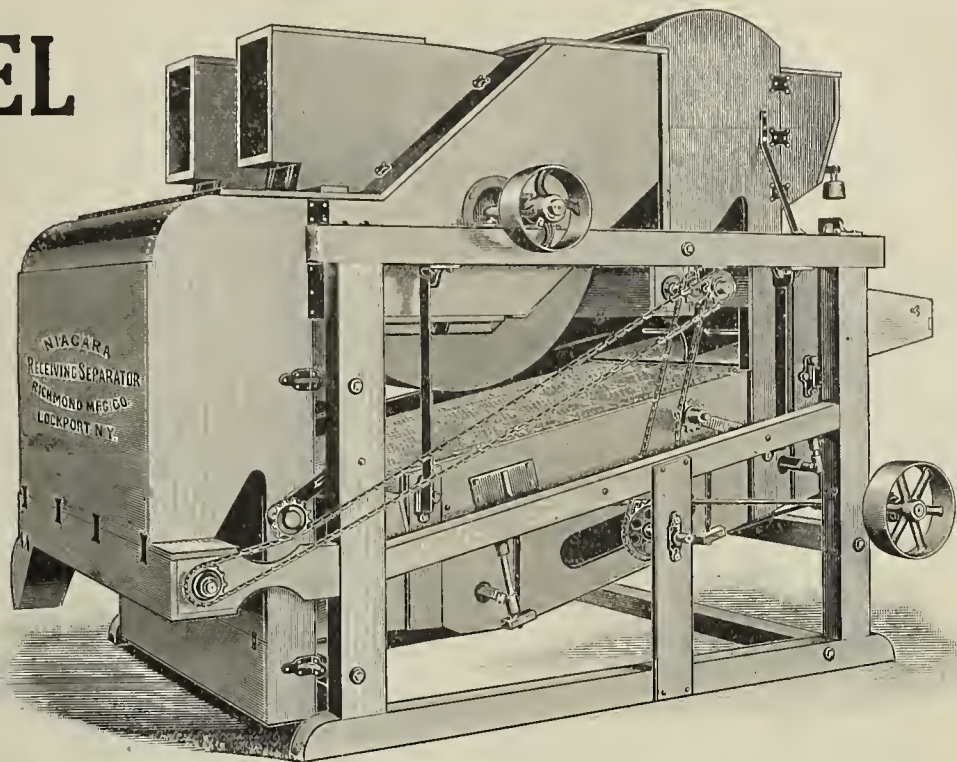
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Will remove from grain any percentage of moisture desired. Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.



NIAGARA RECEIVING SEPARATOR

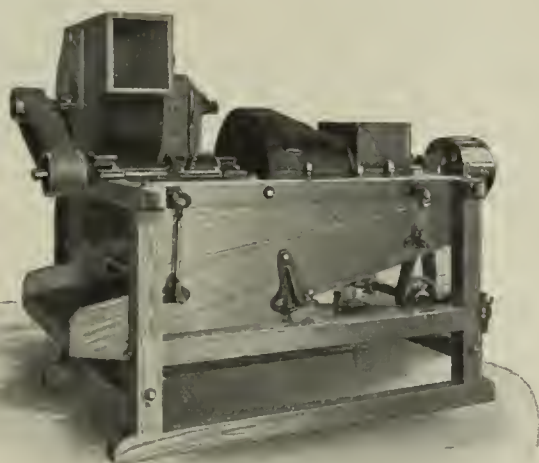
Especially adapted for cleaning all kinds of grain. Steel sieves. Deep ring oiling boxes. Cleaners that keep the sieves clean at all times.

Built of steel, wood, or wood covered with steel, in capacities from 30 to 4000 bushels per hour.

Write Us

RICHMOND MANUFACTURING CO., Established 1863 **Lockport, N. Y.**

The Sidney Line



Sidney Corn Sheller and Cleaner Combined

☐ Made to shell and clean corn perfectly and will do so at rated capacity. Made in all sizes, has adjustable cylinder so that the cylinder of sheller can be adjusted to the condition of the corn while machine is in motion. Fan made to discharge in either direction.

☐ When in the market for Shellers, Cleaners, Drags, Dumps, Manlifts, etc., write us for Catalog No. 25 and discount sheet.

The Philip Smith Mfg. Co.
SIDNEY, OHIO

NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
Shippers
to
Collect
Claims

Requires
No
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Occupies
Small
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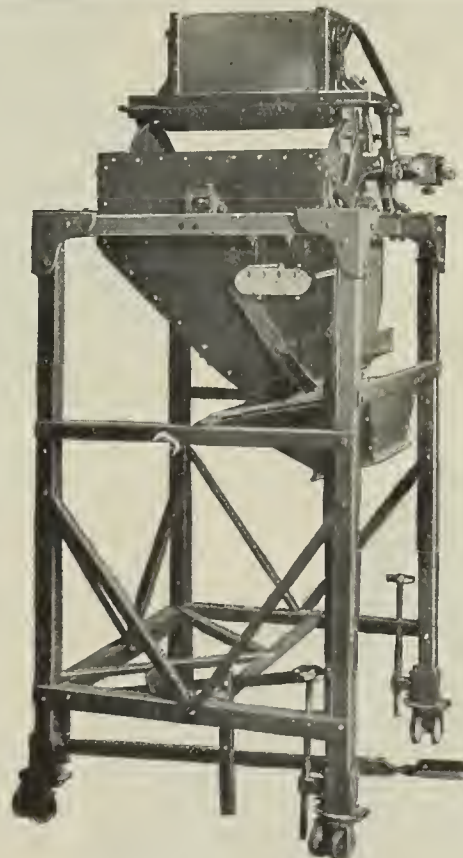
Most
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Never
Gets Out
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Will Not
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60 Days'
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PORTABLE BAGGER

Write for Catalog.

National Automatic Scale Co.
Bloomington, Illinois

Avoid Arrest! Pure Seed Laws Must Be Obeyed



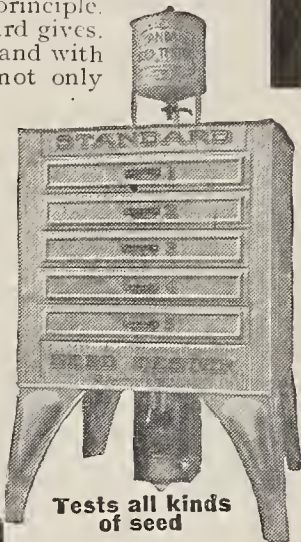
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Standard Seed Tester Increases Crops by Improving Seed

It is the only seed tester that works on Nature's own principle. And no man alive can dispute the test that the Standard gives. The Standard tests all kinds of seeds perfectly, quickly, and with the least amount of time and attention. It shows not only which kernels are dead and which are weak, but in addition proves which will produce big ears. It relieves you of all worry about the germinating power of all the seed you sell. It will pay you to test the farmers' seed for them and to act as agent for the Standard. I'll make you a proposition if you write me.

Don't delay getting your Standard Seed Tester. You are taking unnecessary risks until you know positively that the seed you sell is right. The Standard protects you. Write me a postal now so I can send you all the facts and proof. Write me. Address,

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The Standard Seed Tester Co.
Box 43, DECORAH, IOWA



Tests all kinds
of seed



"Eureka" Dryers



**IN EVERY CASE EXCEED
THE CAPACITY GUARANTEED**

Consequently a user can handle corn containing any amount of moisture, without reducing the capacity.

READ WHAT A USER SAYS, AFTER ONE SEASON'S WORK:

Piqua, Ohio, February 26th, 1910.

The S. Howes Company,
Silver Creek, N. Y.

Gentlemen:—We used the Corn Dryer on about thirty cars last Fall and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 pounds of steam, and put it in condition for carrying four weeks to New England.

Our broker said we had the best corn that had arrived in that section. We would not be without the Dryer at any cost.

Very truly,
C. N. ADLARD

"Eureka" Dryers are guaranteed to give Perfect Satisfaction
Investigate Them

THE S. HOWES COMPANY

"Eureka Works," Silver Creek, N. Y.

ESTABLISHED 1856



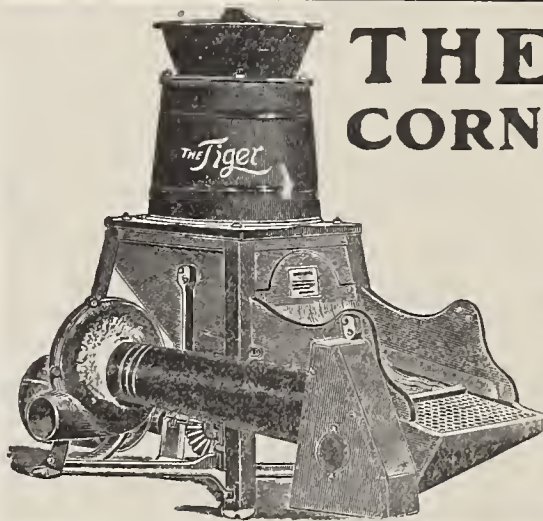
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"NEW ERA"
Manlift
is the
**EASIEST RUNNING
SAFEST
BEST**

We make Hand Elevators and
Dumbwaiters of all kinds.

Write today.

Sidney Elevator Mfg. Co.

SIDNEY, OHIO.



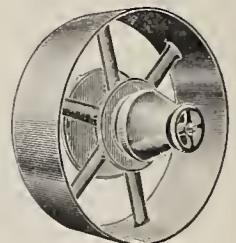
THE TIGER CORN SHELLER

and Cleaner has proved itself the best on earth. Will shell and clean wet, damp or green corn.

No Clogging No Choking

Runs at slow speed and consumes small power. Adapted to any kind or amount of work within capacity of machine. Built in several styles and sizes, with and without suction fan and also to blow out the dust. If interested, write for circular.

Manufactured by the
CITY IRON WORKS
GRAND LEDGE, MICH.



**The Havana Double Grip
Friction Clutch Pulley**

For Gas or Gasoline Engines. Simple, Safe and Strong
Our References—Our Customers.

HAVANA MANUFACTURING CO.
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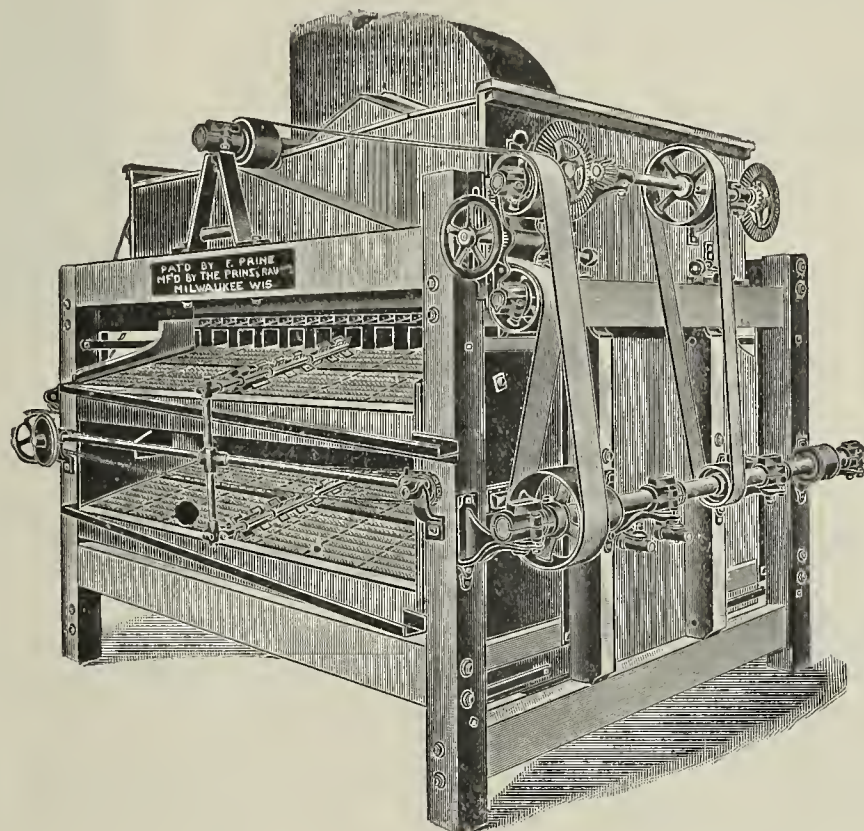
You Positively Can

Raise the quality of your grain. Just think what it means to you to sell your grain one grade higher than you bought it for. Take the difference in the price between the two grades and multiply it by the number of bushels you handled last year. How many times over would that have paid for the installation in your elevator of an **American Pneumatic Grain Cleaner?** Install one of these machines and INCREASE YOUR PROFITS.

Write us NOW for detailed information relative to the above.

American Machinery & Construction Co.
MILWAUKEE, WISCONSIN

Prinz Automatic Separator *stands at the head of its class*



It is practically a combination of two machines in one, as two grades of grain can be treated on it independently at the same time

Some of its Advantages:

NO LOST SURFACE—Automatic gate spreads grain entire width of each sieve.

FULL SIEVE CAPACITY—Patented steel cleaner working on top of sieves keeps them constantly clean.

SEPARATION OF IMPURITIES—Perfectly arranged suction makes machine dustless. Seed screens at head of each and every sieve.

These are only a few of the advantages of the *Prinz Automatic Separator*. There are many more.

Write for further information

THE PRINZ & RAU MFG. CO.

MILWAUKEE, WIS.

Represented by A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 757 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
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Rope Drives

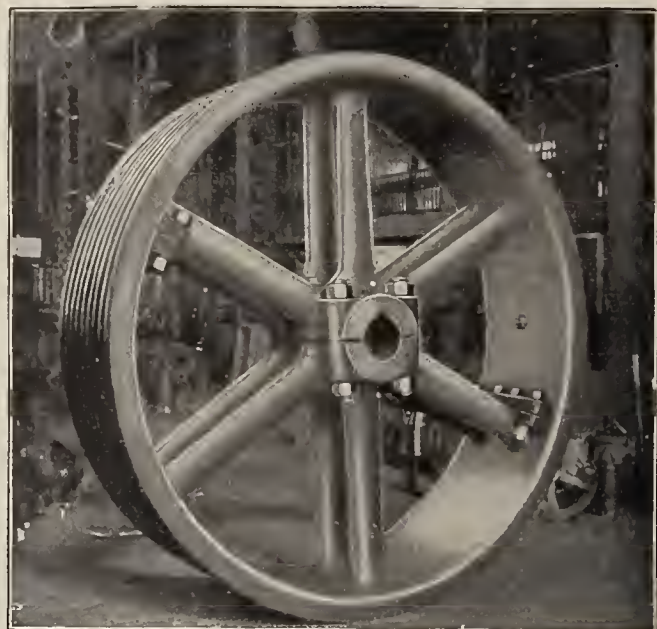
We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manilla rope. Our **Machine-molded sheaves** are perfect in balance, accurately finished and free from flaws injurious to the rope.

We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for Supplies.

H. W. Caldwell & Son Co., Chicago

Western Ave., 17th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street



Send for Catalog No. 34.

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THE PROVEN SHIELD FOR IRON AND STEEL, INERT PIGMENTS, GOOD COVERING CAPACITY, DURABILITY RECORDS IN ALL CLIMATES. Write for Booklet 17-B. JOSEPH DIXON CRUCIBLE COMPANY, JERSEY CITY, N. J.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

ELWOOD'S GRAIN TABLES

Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

\$1.25

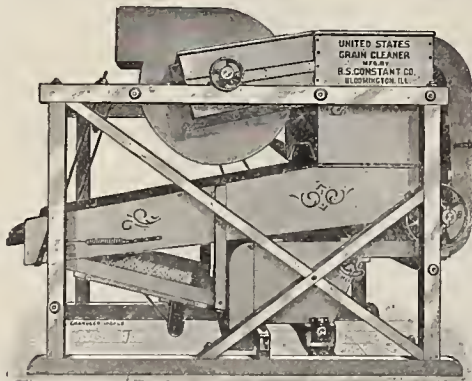
Mitchell Bros. & Co., 315 Dearborn Street, Chicago, Illinois

The U.S. Grain Cleaner

For Corn and Oats

Will clean wheat when a wheat screen is provided.

New Tossing Movement and Device which turns the cobs and shucks over and saves all the corn, also the screenings.



Once through **CLEANS** the grain. Improved Eccentric. Vibration decreased to the Minimum.

Read What One User Says:

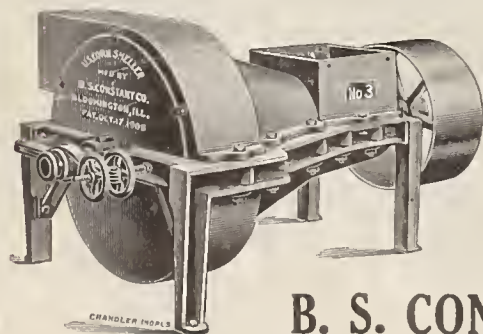
Mechanicsburg, Ill., Feb. 3, 1911.

B. S. Constant Co.,
Bloomington, Ill.

Dear Sirs:—When I started out last fall to get a new sheller and cleaner, I visited several elevators with different machines, and then bought a U. S. Sheller and Cleaner, and am well satisfied with both. Have tested them and they will work up to their full capacity and do it well.

Yours truly,

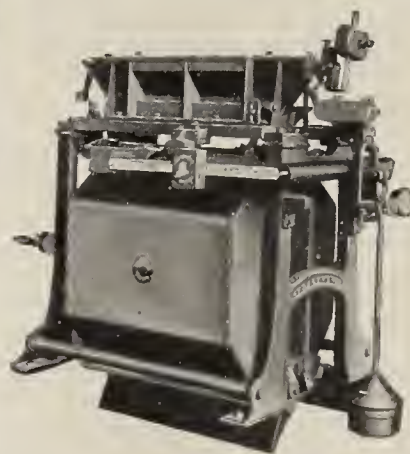
C. H. FULLENWIDER.



**Satisfaction
Guaranteed**

Join our list of pleased customers. You will not regret it.

B. S. CONSTANT CO., Bloomington Illinois



You Lose Every Time

you use scales that are inaccurate. You rob yourself or cheat a customer—a losing proposition in either case.

Fairbanks Automatic Scales

respond fully to the demand for *accuracy*, simplicity, efficiency and durability. Trashy grain will not clog them. All in plain sight above the floor. Has less mechanism and will do more than any other.

Write for Catalog No. 544AW.

Fairbanks, Morse & Co.

481 Wabash Avenue

Chicago, Illinois

Save the Time and Energy of Your Employees



Simplest

USE

Safest

Barnard's Employees Belt Elevator

For carrying employees or stock in bags from one floor to another.
It is always ready for use.
No time lost in waiting for elevators.
Operatives can be ascending or descending at the same time.
Requires little power and operates itself.
Full description telling why it is superior to other elevators given in our latest circular.

Cheapest

Best

For information about our line of Flour Mill, Elevator, Cereal, Feed, Malt and Cement Mill machinery write us or any of the following special sales agents:

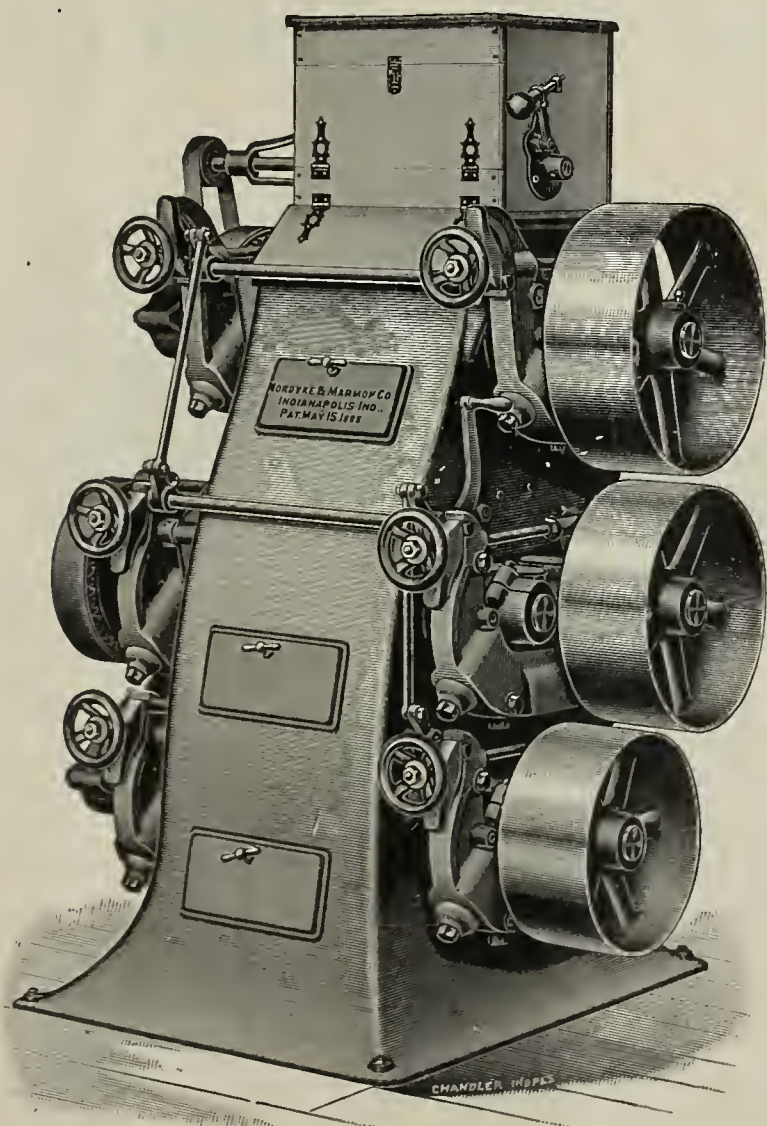
Barnard & Leas Mfg. Co., Moline, Illinois

MILL BUILDERS AND MILL FURNISHERS

SPECIAL SALES AGENTS

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WM. EBERT, 2028 Midland Avenue, Louisville, Ky.
W. G. CLARK, 701 Fisher Building, Chicago, Ill.
U. C. DARBY, Williamsport, Md.

WILLFORD MANUFACTURING COMPANY, Minneapolis, Minn.
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The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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ELEVATOR SUPPLIES.

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.



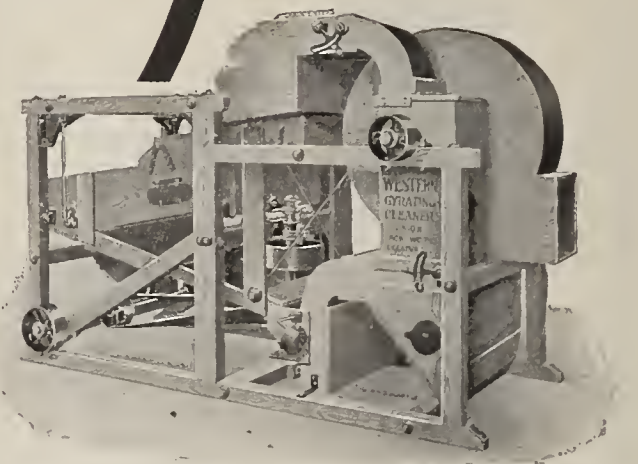
WESTERN Shellers and Cleaners

play an important part in the hundreds of elevators throughout the corn growing sections. They are acknowledged leaders; the product of over forty years' experience.

WESTERN Equipment for Elevators

includes a complete line of highest efficiency, which is described in our general Catalog No. 26. Every elevator should have one. Write today.

Union Iron Works
Decatur, Ill.



WHY WASTE TIME and MONEY

Experimenting When You Can Use the

WILLIAMS PATENT GRINDERS FOR ALFALFA

We Build Complete Plants.

We Have 1700 Mills in Successful Operation.

We Have Expert Alfalfa Men in the Field Ready to Give You an Estimate.

Grind Alfalfa, Corn, Oats, Peavines, Etc. Write for Bulletin 7 and See What We Have to Offer.

Williams Patent Crusher & Pulverizer COMPANY

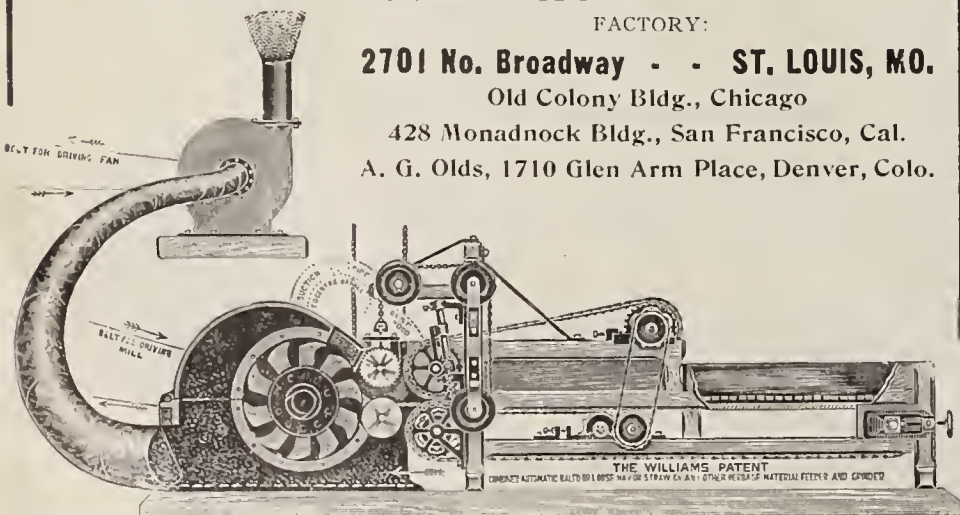
FACTORY:

2701 No. Broadway - - ST. LOUIS, MO.

Old Colony Bldg., Chicago

428 Monadnock Bldg., San Francisco, Cal.

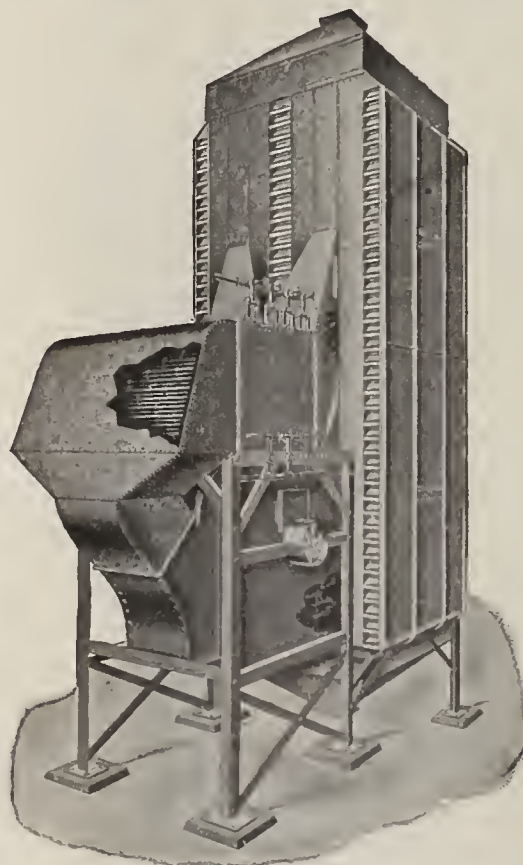
A. G. Olds, 1710 Glen Arm Place, Denver, Colo.



HESS=DRIED

IS

Best Dried



HESS GRAIN DRIERS are used everywhere, by Grain Handlers, large and small.

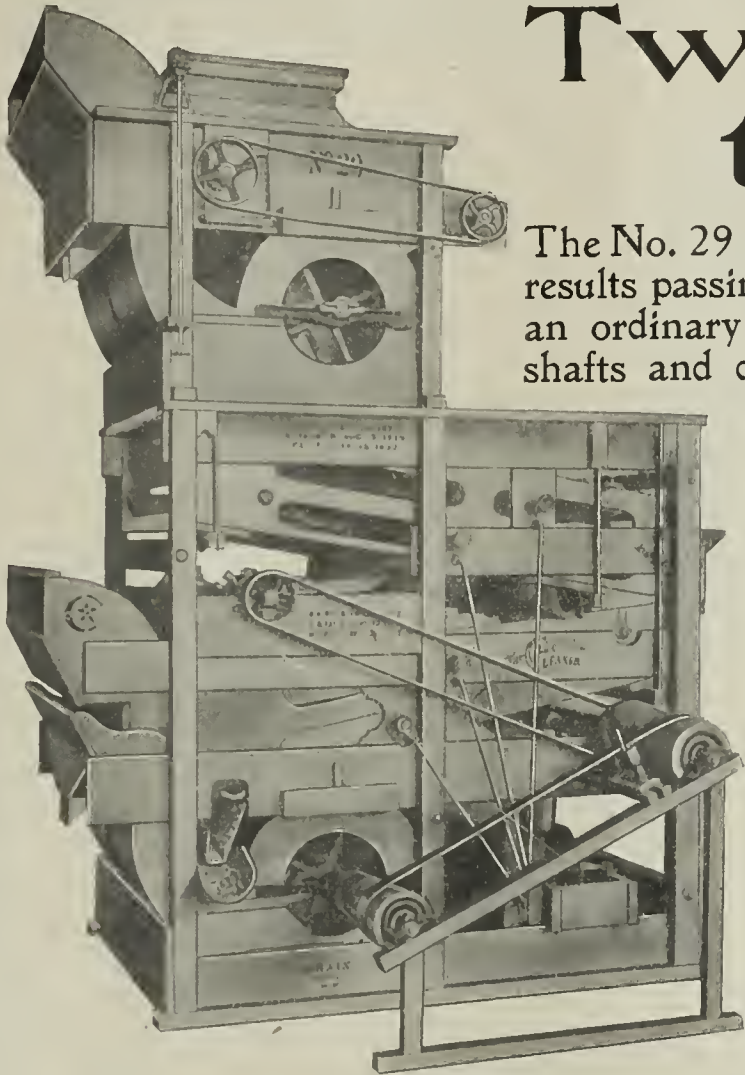
We make small sizes for country elevators and large ones for terminal elevators; eight regular sizes in all.

No. 3 Ideal HESS Drier and Cooler.
The Car-load a Day size.

Send for Booklet.

Hess Warming and Ventilating Co.

910 Tacoma Bldg., CHICAGO.



Two Machines for the Price of One

The No. 29 Double Blast CLIPPER Cleaner will give practically the same results passing the stock once through the machine that can be secured on an ordinary cleaner by passing the stock twice. It has two vertical air shafts and double, counter-balanced shoe. This doubles the screening surface and the stock passes through two air blasts.

The No. 29 is unequalled for cleaning all kinds of field and garden seeds and for thoroughly cleaning and grading all kinds of grain and seed corn.

Each of the four screens is equipped with our Perfect Traveling-Brush Device which prevents the perforations from clogging.

It is also equipped with our Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variations of the air blast and **GUARANTEES ACCURATE RESULTS.**

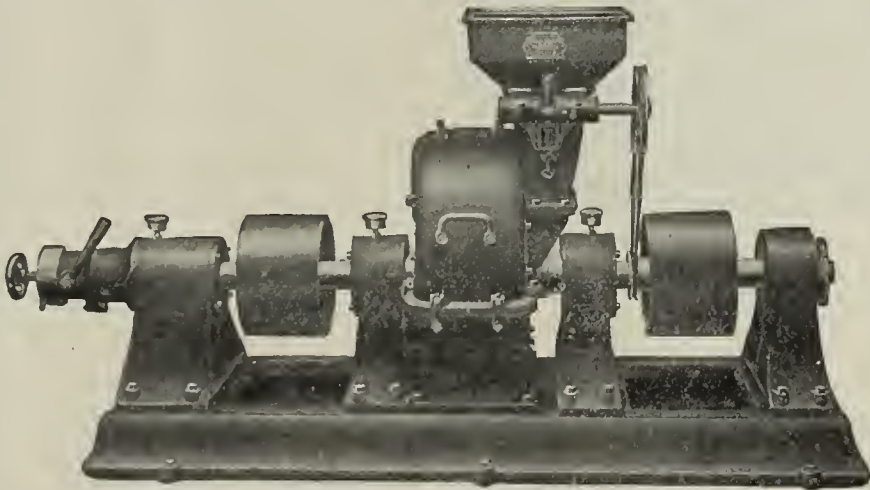
If you are looking for a machine with large capacity that will do the **BEST WORK** with the **LEAST POWER**, ask us for a description of the No. 29.

A. T. FERRELL & CO.,

-

SAGINAW, MICH.

A Guaranteed Saving In Power



The power consumed is no small item of expense in feed grinding. The

Monarch Ball Bearing Attrition Mill

is guaranteed to **save at least one-third in power** and it does the finest possible work.

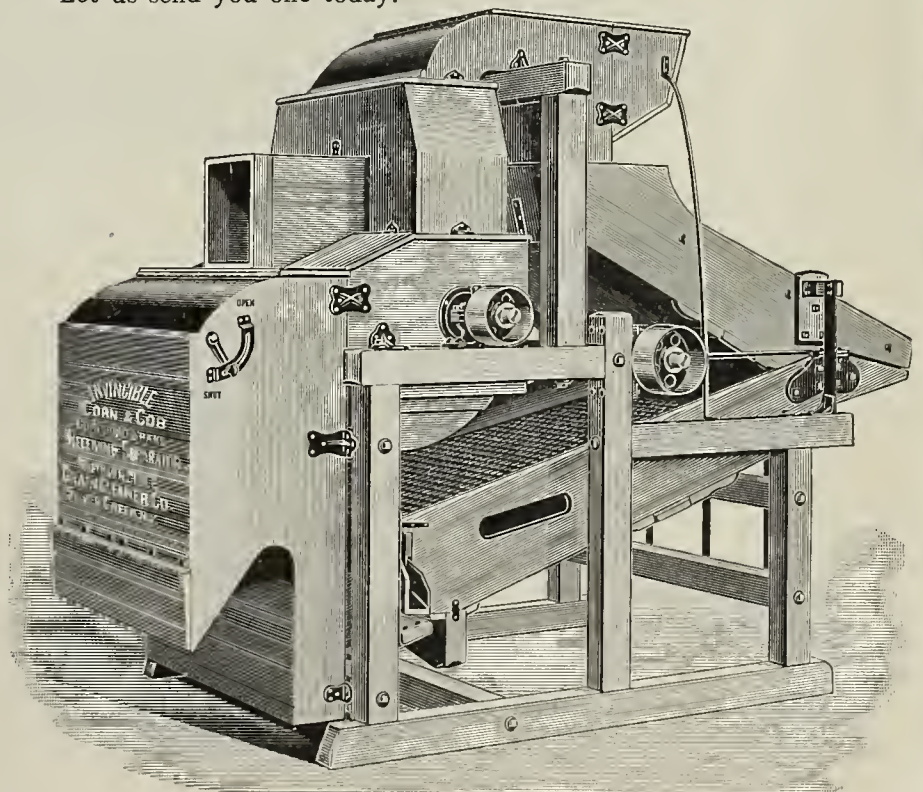
Better work with less power —there's a combination that can't be beat.

Full particulars on request.

Sprout, Waldron & Company
Box 320, MUNCY, PA.

More of the INVINCIBLE Corn and Cob Separators

are being sold and used today than all others combined—
There is but one reason for it—they do the work better than others.
Let us send you one today.

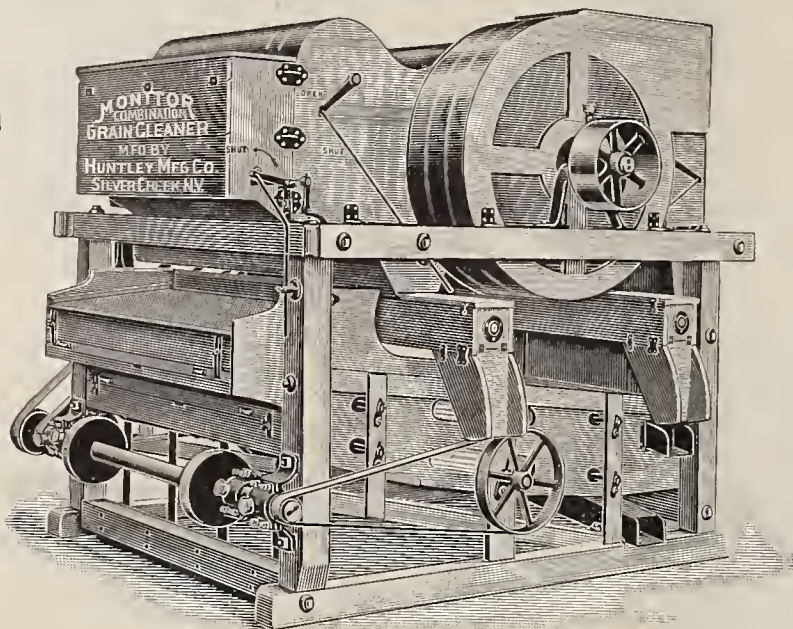


INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

— REPRESENTED BY —

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The Strong-Scott Mfg. Co., Minneapolis, Minn.
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MONITOR "COMBINATION" CLEANER



CLEANS 98% PURE

On Flax, in one operation—Equally as good work on Wheat and Barley

Remarkable separations and exceptionally marked reductions in shrinkage loss are the features that have placed the Monitor "Combination" distinctly in a class by itself for unequalled cleaning results in the leading elevators of the Northwest where flax, wheat and barley are handled. Hundreds of users—every user an endorser.

HOW SUCH REMARKABLE WORK IS ACCOMPLISHED

Entirely unlike any other cleaner, this "Combination" machine has screen and air ability unknown to any other cleaner. The two air separations are governed by Monitor Internal Air Compensating Regulators—an exclusive, patented feature which produces wonderfully accurate work. The motion of the screens is our Monitor long thrust style of drive—another exclusive feature. The screens are cleaned automatically. These have perforations for barley and wheat cleaning which are only used by us. On flax, drawn steel wire screens woven for our special use, produce remarkable accurate separations.

HOW THE COST OF CLEANING IS ACTUALLY REDUCED

By applying scientifically perfect (Monitor patented) air separation each bushel of flax or grain is cleaned right—as you desire it cleaned—and your usual shrinkage loss is considerably lessened—a big feature—as this is a net saving. Screen separations are closely governed—stock is better cleaned and less waste is found in the tailings—another saving. The Monitor is light running, requires small power. It is built to last—cost of maintenance is almost nothing. We guarantee all these features. Send for illustrated description and list of prominent users.

HUNTLEY MFG. CO., SILVER CREEK, N. Y.

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The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXIX.

CHICAGO, ILLINOIS, MARCH 15, 1911.

No. 9.

INTERNATIONAL SUGAR FEED COMPANY'S NO. 2. MILL.

In our issue for February, 1908, we illustrated a combination grain elevator and feed mill erected by the Macdonald Engineering Company, of Chicago, for the International Sugar Feed Company, of Minneapolis, Minn. Our illustration today shows a second mill built by the same contractors for the second company of the same owners at Memphis, Tenn.

There is probably no industry in the grain business that is open to so much fire hazard as the manufacture of stock feeds from grain and its by-products. The wisdom of fireproof construction for this purpose has been many times demonstrated in the Minneapolis plant. There have been several fires and one explosion in this plant since it was placed in operation, and the main concern of the operators now is to keep the fire department out on these occasions, as they would do more damage with water than they could save by it.

The Memphis, or No. 2, plant is built in response to a growing demand for the feed products of the Company, and is another step in a plan of gradual expansion to different parts of the country.

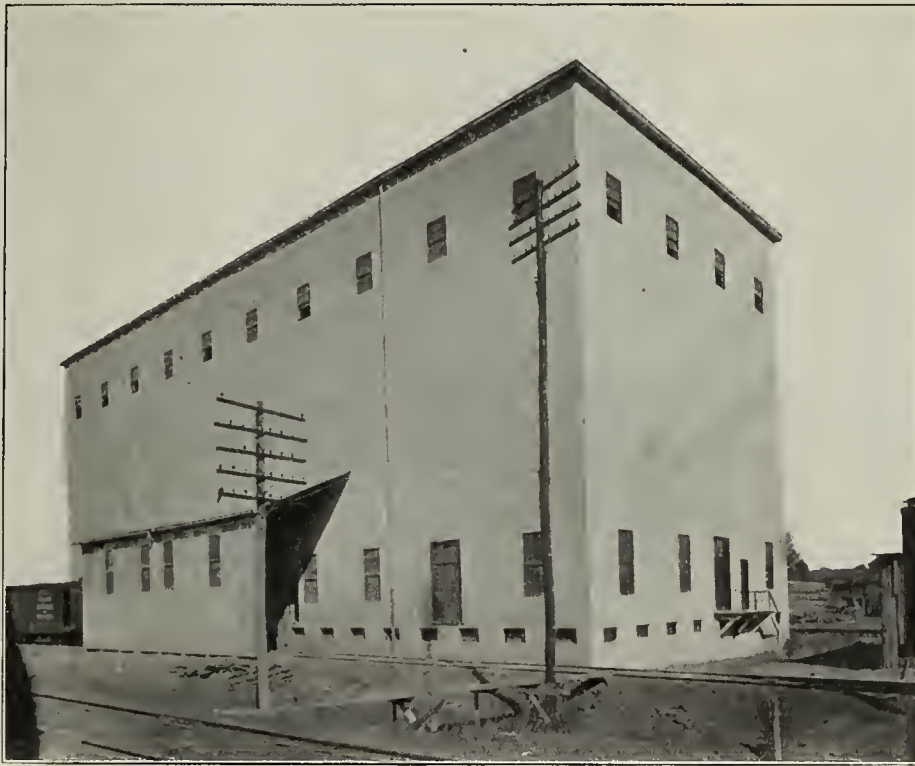
The building has a storage capacity of 250,000 bushels and a manufacturing capacity of 300 tons of feed in twenty-four hours. This building is of reinforced concrete throughout. The bins are rectangular, 15 feet square and 30 feet deep. Under the bin storage is a working floor the entire length and width of the building, on which the grinding, grading and sugar feed machinery is housed. Under the working floor is a basement 8 feet high which is occupied by a 80-h. p. steam boiler, car puller, conveyors, elevator legs and a molasses storage vault with capacity for one hundred and seventy-five thousand gallons.

The molasses is received at the plant in tank cars whose contents are spouted directly to the molasses vault in the basement. The grain products are received on the opposite side of the house and unloaded by car shovels into a receiving pit with elevator leg. A track scale of 100 tons' capacity, located in the receiving track, is provided for weighing cars at the receiving pit. Seven steel elevator legs and six steel conveyors are used to distribute and transfer the grain and feed products to and from the different parts of the house, and four of the largest sized attrition mills are used in grinding the feed and ingredients. A large Frazer Patent Sugar Machine converts the molasses into sugar and incorporates it into the feed products.

The entire plant is equipped with electric transmission, there being General Electric Motors having two units for each attrition mill.

The contractors began operation on this plant on September 15, 1910, and turned it over to the owners for operation on January 15 of this year. The general transmission and elevator machinery was built by The Webster M'fg Company of Chicago. The cleaning machines came from the Huntley Manufacturing Co., Silver Creek, N. Y.

The Ohio, Illinois and Wisconsin insurance departments have revoked the license of the Indiana Millers' Mutual Fire Ins. Co. It appears that representatives of the Illinois and Ohio departments visited Indianapolis January 17 when the mutual form of organization was abandoned and the stock company organized, but were denied any information until after the stock had been subscribed and application made for a license. Only seven shares were subscribed for by mutual policy holders, leaving 99,993 to be subscribed by Manager E. E. Perry and his associates. The Ohio department announces that, in addition to revoking the license of the Indiana Millers' Mutual, it will not license the company which absorbs the surplus of the mutual concern. It claims that Manager Perry



INTERNATIONAL SUGAR FEED COMPANY'S NO. 2 MILL.
Macdonald Engineering Company, Chicago, Engineers and Contractors.

secured the passage in 1908 of the bill making legal the transfer of the surplus from a mutual to a stock company and ever since that time has been shaping affairs to make the change profitable. He has been building up the surplus, says the Record-Herald insurance editor, by not paying out so much as might have been paid in dividends and has been systematically dropping out the old mutual policy holders. Cancellations were ordered, until at the first of the year the premium notes outstanding amounted to only \$28,000, having been reduced from \$643,834 during 1910. The Illinois department believes that in the time between the first of the year and January 17 most of the remaining mutual policy holders were dispensed with. In the annual statement at the first of the year the net surplus was shown at \$303,000.

Messrs. Kohly & Co., commission merchants, 106 Cuba St., Havana, Cuba, have recently become members of the Illinois Grain Dealers' Association. This is evidence of how the organization is regarded throughout the country, that even in Cuba the association is known.

New Orleans in February, 1911, exported 3,204 bus. of wheat to Central America, Mexico and the West Indies and 1,501,384.30 bus. of corn, of which about 175,034 bus. went in the same direction.

[For the "American Elevator and Grain Trade."]

THE CHICAGO BOARD OF TRADE: ITS USES AND ABUSES.

IV.

BY JULIAN KUNE.

At the close of my last article I referred to the first dealings in grain futures on the Chicago Board of Trade; how the system originated and by whom it was introduced; and how it developed to its present large proportions and the carried benefits which the farmer has received from such dealings. It would have been proper for me to continue the subject and tell my readers of the many abuses which such future dealings in grain have occasioned; or, in other words, the disastrous corners which the system made possible; but as most of these corners took place after the Board removed to the Chamber of Commerce Building in 1865, I shall refer to them in their chronological order.

THE WAR PERIOD.

The year 1860, as everybody knows who was active on the Board during that year, was not a very prosperous one, either for the organization or the individual members. The political excitement of the day occupied the minds of Board of Trade men as well as of others who were engaged in other pursuits of life. The rapid progress made by the organization during 1858 and 1859 warranted it in anticipating similar prosperity during 1860; but it had to defer carrying out its plans for securing larger quarters which would be more suitable for its increasing business and more compatible with its reputation as a commercial power. The question which was now uppermost in the minds of people was: "Shall this Nation, which was reared at untold sacrifices, live or shall it be permitted to die?" The Chicago Board of Trade answered this question emphatically: "It shall and must live." This decisive answer was confirmed by its having raised batteries of artillery and regiments of infantry and spending large amounts of money in defense of the threatened country. Although most of the members of the Board who were members of other social and political organizations and clubs and contributed liberally in response to the demands made upon them by these clubs and organizations for patriotic purposes, they did not permit themselves to be laggards when the Board of Trade called upon them from time to time for contributions to its established "War Fund."

It must not be inferred, however, that, owing to the political demands made upon the time and resources of the Board, it neglected other important duties; on the contrary, it found time and disposition to attend to other charities with great liberality; and during 1861 it sent large sums in money and clothing to the tornado sufferers in the states of Illinois and Indiana, while at the same time the contributions to the "war fund" were kept up unabated.

I can but faintly depict the scenes enacted on the Board of Trade during the year 1861—the begin-

ning of the so-called war period. It would take a separate volume to describe them faithfully.

The thirteenth annual meeting of the Board was held in April, 1861. The membership was 725; the finances, notwithstanding the unsatisfactory business conditions, were in flourishing condition. Stephen Cleary on being elected president was its first "war president," C. T. Wheeler its second, and John L. Hancock its third "war president." Under the latter's patriotic administration, a majority of the Board of Trade troops were enlisted, organized and sent into the field. It was during Mr. Hancock's administration that the rules for suspension for non-fulfillment of contracts were added to the Rules and Regulations of the Chicago Board of Trade.

To give a comprehensive idea of the part which the Chicago Board of Trade took during our Civil War, I will have to go back to the 18th of April, 1861, only four days after the firing on Fort Sumter, when the citizens of Chicago held a double meeting at Bryan Hall for the purpose of aiding in the equipment of companies and regiments about to be enlisted and formed. It was one of the most important meetings ever held in Chicago. All professions were represented. The Chicago bar was represented by Federal Judges Thomas Drummond, J. M. Wilson and George Maniere; the banks by Lieut. Governor Hoffman, B. F. Carver and E. I. Tinkham; the citizens by William B. Ogden, E. H. Haddock and Dr. N. S. Davis; and the Board of Trade by one hundred of its most influential members. Stirring speeches were made; \$9,000 was subscribed on the spot and \$36,000 within the next twenty-four hours. A war committee was named, with Julian S. Rumsey as chairman, and a majority of that committee were members of the Board of Trade. The above named committee was the leaven through whose influence the Chicago Board of Trade became the synonym of exalted patriotism.

While the Board kept up its liberal contributions to the "war fund," which was started in 1861, it did not take active steps to organize military bodies until some time in 1862. On the 22d of July, 1862, the following telegram was sent to Washington:

Board of Trade, Chicago, July 22, 1862.—Abraham Lincoln, President of the U. S.: The Board of Trade of this city has within the last forty-eight hours raised \$15,000 bounty money and has a full company of artillery. Will they be accepted, and will orders be given at once for their subsistence, arms, uniforms, etc.? We are trying to raise a regiment of infantry to support the battery.

The proposition contained in the above telegram was promptly accepted and the battery was equipped, armed and sent to the front, where it shed lustre upon the Board of Trade of Chicago. The Board subsequently raised the 72d, 88th, and 113th regiments of Illinois Infantry.

During this period John L. Hancock managed the "war fund" of the Board, and it is but doing justice to his memory to place him in line with the galaxy of war governors of the North, such as Yates of Illinois, Morton of Indiana, Curtis of Pennsylvania, Andrews of Massachusetts, Dix of New York, and others who rendered distinguished services to the country when in need. The Board of Trade had become so intensely patriotic in action that it became quite dangerous for any one not in sympathy with it to express disloyal sentiments. It so happened that on one occasion a Southern sympathizer had the hardihood to brave the loyalty of the Board by exclaiming, during the delivery of an intensely patriotic speech: "Humbug extraordinary." He was promptly picked up by several stalwart members and put out.

It was during the war period that the Board, to show its disapproval of the disloyal course of the Chicago Times, voted the exclusion from the Board rooms of its commercial reporter.

The Board of Trade did by no means neglect the many enterprises which it had mapped for itself. The Canadian reciprocity treaty, which it had warmly advocated some time before, was again taken up and commanded its attention; and the ship canal project *via* the St. Lawrence River, from the Mississippi to the Atlantic, was revived. Of course these matters were really foreign to the

sphere of the Board's activity, for which it was organized, but even the advisory activity on such projects tended to help develop the resources of the country.

Neither were the administrative duties neglected by the Board during this period. The discipline became if anything even more rigorous than before. It was during this period that a broker was expelled for uncommercial conduct, which consisted in taking out insurance on a vessel which he knew had been lost. It was during this period that the warehouse frauds were unearthed. There were found false bottoms in the bins of one of the grain elevators. The reprehensible acts of Henry Cogger, chief grain inspector, who filled the bins with grain from bags without proper inspection, were also condemned and reprimanded.

GRAIN ELEVATORS ASK THE EXCLUSION OF THE CHICAGO TRIBUNE.

The elevator interests were at that time represented by Munn & Scott, Hiram Wheeler, Flint & Thompson, Munger & Armour, Sturgess, Smith & Co., Geo. Sturgess & Co., Chas. Wheeler & Co., and

hands of the state was certainly one of the best things done for the interests of the Board as well as of the country. It minimized the chances of issuing fraudulent warehouse receipts, as well as of unlawful manipulations in the inspection of grain. While the chief state grain inspector had full authority over the system of state inspection, he is by no means the final arbiter of the grades established. An appeals committee, composed of three members of the Board of Trade can at any time, if appealed to, change the grade decided upon by either the chief or his assistant inspectors.

Prior to the establishment of state inspection, the abuses practiced were numerous and aggravating. Proprietors of regular elevators were generally also grain dealers or commission men, and it was an easy thing to corrupt the house inspector to induce him to stretch a point and run into the bins containing the No. 2 grades of either wheat, corn, oats or barley an inferior grade of No. 3, and thus adulterate the whole lot, and deliver the same on warehouse receipts calling for the contract grade, while the elevator proprietor, if he felt so dis-



INTERIOR VIEW, INTERNATIONAL SUGAR FEED CO.'S NO. 2 MILL.

Sturgess, Buckingham & Co. All of these firms, representing the elevator interests, asked that the Chicago Tribune, which had published an article accusing some of the grain elevators with crooked work, should be excluded from the Board of Trade reading room and that its commercial reporter should be expelled. The case, however, was not pressed hard, and neither the Tribune nor its commercial reporter were excluded from the rooms of the Board. There is no doubt, however, that many questionable things were done in some of these elevators, prior to the time when the state of Illinois took the grain inspection into its own hands. To the credit of the Board be it said that all those irregularities were speedily suppressed and its perpetrators severely dealt with.

THE WAREHOUSE ACT.

It is due principally to this episode in the history of the Chicago elevators that the state law known as the "Warehouse Act" was enacted by the Legislature of 1866-7. A few years later, in 1871, the state through its legislature passed a further act creating the Board of Railroad and Warehouse Commissioners and providing for the classification and supervision of elevators and warehouses and for the appointment of a chief grain inspector and a registrar of grain for the city of Chicago, together with the necessary corps of assistants to each, thus taking the inspection of grain out of the hands of the Board and placing it under the jurisdiction of the state.

A BENEFICIAL LAW.

This placing of the grain inspection into the

posed, could pick out the best grades for his own private use.

The elevator interests on the Chicago Board of Trade are very powerful, and there has been a standing friction between the commission men who do not own elevators and the commission men who do own elevators; for it must be remembered that nearly all, if not all, elevator proprietors call themselves commission men. It is safe to say that there will not be complete harmony between these antagonistic parties until public grain elevators shall not contain one bushel of grain belonging to the owner of such an elevator. For years that principle was strictly adhered to, but of late years it has become obsolete.

In the early part of the fourth century B. C., the members of an Athenian wheat-ring were accused in court of cornering wheat, heard, convicted by vote of a large popular jury, and condemned to death according to law, says Milling. The people of Athens, compelled by necessity to guard rigorously their slender supplies of native wheat, forbade exportation of the grain absolutely, and encouraged importation from the more fertile fields of Egypt, Sicily, Rhodes, Cypress, and, especially, the Black Sea country, now a part of Russia. They also enacted numerous laws intended to prevent speculation and the artificial raising of grain prices. Retail dealers, for instance, were prohibited on pain of death from buying more than 50 phormoi (baskets holding about 1½ bushels each) at any one time or on any one day.

[For the "American Elevator and Grain Trade."]
SOUTHERN COTTON OIL MILLS SITUATION

BY N. L. WILLET.

Cotton mill products have not been going recently just as the oil mills would have them. Oil has gone off something like 4c per gallon and crude is now selling something like 44c; meal has been sold by mills in Augusta, Ga., this season at \$30 per ton; to-day it is \$36 cash; and, what is more, the mills are afraid their products at this price will not long obtain and are afraid to buy at present price for conversion.

The dullness of cotton seed products and the fear of further decline is not stimulating the purchase of seed; the price of seed itself is lower on account of the decline in oil mill products. What is more serious to the farmer who is holding his seed is the fact some oil mills will shut down a month and a half earlier this year than usual. As an index of this early closing we may say that one of our largest Augusta mills will shut down about March 15, whereas usually it runs to May 1. It is probable that cotton oil mills could not pay \$32 today per ton and by any means get out on the investment in out-turn in oil and meal.

Those were "picnic days" for the oil mill industry when the Southern cotton oil mills sold out at high prices their plants to the Virginia-Carolina Chemical Company. Seed in those days was something like \$13 and \$14 per ton. It is a far cry from that price and today's price of \$32. The crux of the situation is that oil and meal have in these years not advanced in the same proportion as seed.

The prospects are not for a rapid and large increase in the cotton oil mill industry in the South; certainly not until we find—and this is not yet in sight—some plan of circumventing the boll weevil. The scarcity of seed for oil mill purposes in the boll weevil areas is so serious that mills are running on short time; many will be prepared in another year to crush peanuts.

Large numbers of mills in the Southwest have been forced into buying early seed from the East, and farming it on time in their territory among the more indigent farmers who could not get the proper seed for themselves. These farmers bind themselves to the oil mills to furnish them seed in the fall of 1911; this insures a larger seed crop in the territory of the Southwestern mills.

Besides high seed prices in these later years, and also scarcity of seed, there are still other factors which are not contributing to the happiness of our mills. One factor is that the olive oil and butter interests of several countries in Europe have cast evil eyes upon cotton seed oil and caused higher import duties in their countries to be made upon it.

Another factor is the soya bean industry of Manchuria, China. This crop increased nearly 50 per cent this year. Though but recently originated, its size and output today, in the matter of export, are almost incredible. Here is a bean industry for crushing purposes of \$75,000,000; here are ten trains of thirty cars each daily transporting these beans through the season on the Manchurian railroad; here are 100 ships carrying these beans from Port Dalney to Europe for compression. The compressed bean is used as a substitute for cotton seed oil products.

Another cause for worry with the oil mills this season has been the unusual amount of seed fermentation while in storage. This fermentation, as we know, leaves an empty shell, save for a little brown dust. Such seeds are almost as light as a feather and are valueless to the owner. The cause of this excessive fermentation this year has not been fully demonstrated; some contend that the trouble is an external one and is caused by a damp fall, etc. Others say that the cause is a more scientific one, and is internal and chemical. Corn, for example, in certain years has a heavy moisture content. This is an internal chemical condition, and this corn is dangerous to have, to keep, to ship, or to eat.

We have now gone through an improper season, or an untoward growing season, for cotton, a similar heavy moisture condition, a wrong chemical

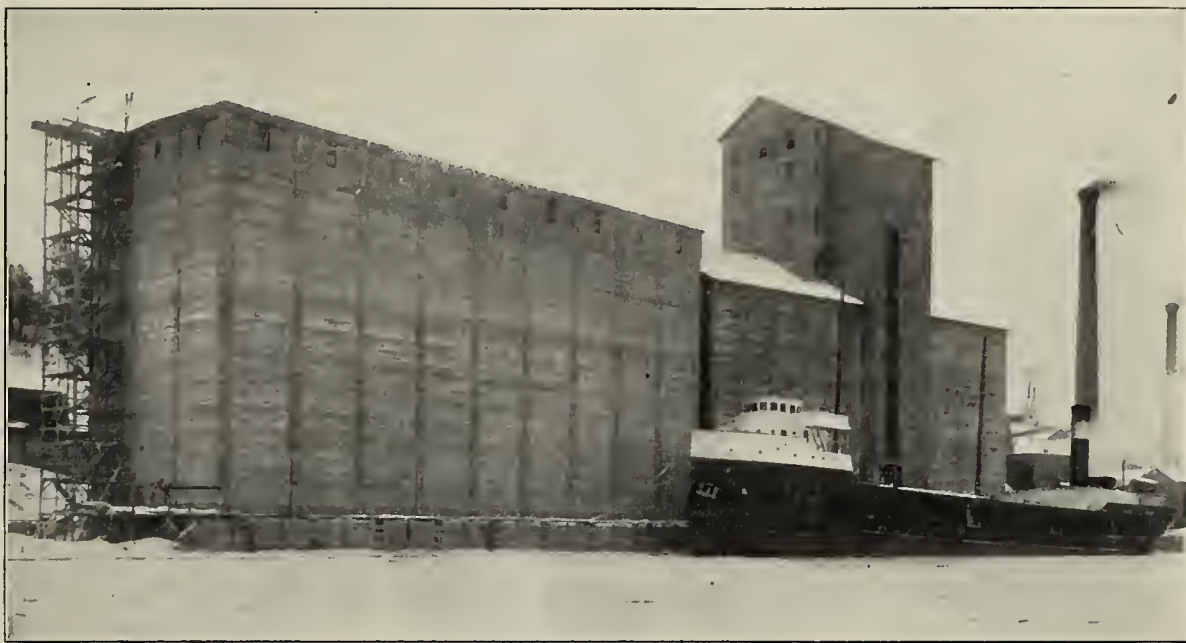
condition, which seems to bring on fermentation in the warehouse. The latter theory may be a correct one; if it is correct, it certainly is a most difficult thing to combat.

The situation, therefore, for the oil mills in the South is certainly a complex one. There is, however, a way that is left to them—it is a way that is open to all manufacturers of crude products. I refer to the conversion of the crude things into other and higher priced products. Our cotton oil mills can go into oil refining—make hogless lard, make cattle feed, make soap, and they can make fertilizer. There is a wide field of industry in all of the above lines.

PURE FOOD ACT AND GRAIN.

The U. S. District Court at Kansas City, Mo., on February 14 sustained the contention of the Government, that mixing hard and soft wheat is adulteration within the meaning of the pure food and drugs act.

The case was against the Hall-Baker Grain Company of Kansas City. The complaint was that a car load of wheat had been shipped by the defendant company to Fort Worth, Texas, that had been grad-



CONCRETE ANNEX TO ELEVATOR OF THE GODERICH ELEVATOR AND TRANSIT CO., LTD.

ed at Kansas City as "No. 2 Red Winter Wheat," but in point of fact contained 30 per cent of hard wheat and chaff. The Government as complainant put on the stand P. S. Tilson, of Houston, Texas, collaborating chemist, who had analyzed the car of grain at the request of J. C. Abbott, U. S. inspector and state commissioner under the Texas pure food and drugs act, by whose order the car of wheat had been libeled at Fort Worth. Tilson testified that the grain was "mixed," "greatly adulterated"; and it was thereupon condemned and refused delivery. The shippers were, thereupon, arrested for violation of the pure food law, and the conviction was on two counts, second and fourth, the second a charge of "misbranding" and the fourth a charge of adulteration.

The defendant grain company resisted the prosecution on the ground that the grain had been regularly "inspected out" before leaving the state.

The prosecutor, however, contended that the law provides that No. 2 wheat is composed of pure wheat and whole grains—is nothing but wheat, and that anything added to the wheat is an adulteration; that mixed wheat, no matter in what proportion, or if the admixture is of wheat grains, if the grains be not full size, whole and mature, cannot be classed as "No. 2 wheat"; further, that if mixed wheat is billed out as "No. 2 wheat" and the purchaser is made to pay for it as No. 2 wheat, then the shipper is guilty of violating the law.

The defendant company has taken an appeal.

The Corn Products Refining Company at Argo, Ill., is operating at full capacity, grinding in the neighborhood of 110,000 bushels of corn every day.

CONCRETE ANNEX AT GODERICH, ONT.

The illustration shown herewith represents a 550,000-bushel concrete annex to the plant of the Goderich Elevator and Transit Co. Ltd., at Goderich, Ont., built during the season of 1910. This addition was made necessary by the large increase in the Company's business which has been constantly growing until they were no longer able with the old plant to handle all of the business offered.

Early in the spring of 1910, therefore, the Elevator Company closed a contract with J. H. Tromanhauser of Toronto (formerly of Minneapolis), and the building was rushed through so rapidly that it was completed and filled with grain before the close of navigation of the same season.

This "Annex" building is of concrete throughout and, like the concrete working-house, is fireproof in every detail. The insurance on the entire plant and contents is the very lowest rate that can be obtained in Canada. The new building contains 27 bins, each 18 feet square, and 85 feet deep, giving a capacity of over 20,000 bushels each, and grain to all of them is handled, in and out, through the old working-house. The machinery equipment consists of one 44-in. belt conveyor placed over the bins for filling, and two 30-in. belts below for drawing from

the bins. All machinery is mounted on steel frame work and is electric driven.

This building, aside from having the largest square concrete bins built to date, has two new features in reinforced concrete elevator construction worthy of mention. One is—that the dock, which has 22 ft. depth of water, is of concrete down to the rock bottom of the harbor. The work was carried out on Mr. Tromanhauser's new patent system of floating construction. The dock was built on the opposite side of the harbor, in sections 54 ft. long, and the concrete sections towed across and sunk in position on the site. The other new feature is seen in the bin hopper-bottoms. These are of inverted pyramid form, and are suspended from the concrete girders supporting the bin walls. Provision was made for attaching the hopper reinforcement to the girders, and the bin hoppers were put in after the bin walls had been completed. These new methods of dock and hopper construction worked out in practice in a very satisfactory manner, not the slightest difficulty having been experienced with the floating concrete dock sections, and when sunk they proved to be extremely rigid and secure.

The machinery was all furnished by Canadian manufacturers and is fully up to the usual standards of the times. The supervision of the entire building operations was in the hands of Mr. James Shaw of Goderich, and much credit is due to Mr. Shaw for the masterly manner in which he carried out the work.

Louis Stiefel, formerly of Albion, has purchased the elevator and grain business of the Straus Brothers Co. at Ligonier, Ind.

[For the "American Elevator and Grain Trade."]
THE GRAIN TRADE OF THE PAST.

III.

BY DANIEL McALISTER.

One of the most remarkable and sometimes amusing features of the grain business, forty years ago, was the difference of manner among farmers of making sale of their crops. One man would come in and talk and ask prices with a view to selling, but he would never say what he would do himself without having "a string" to what he said. If taken up too quickly, he would "pull the string" and go away to see the "other man." The next to come, perhaps, would sell without a word, excepting just to ask the price.

Let me relate a case or two to illustrate. I was the "office man" of our firm and did the purchasing mostly; and I am free to say I never liked to see a farmer get away. The man I'm going to speak about had corn and wheat for sale—perhaps five hundred bushels of each. He came in in the morning, and I made him a bid. He went away, but didn't sell. At noon he came again and told me I would have to raise my bid; that he had a better one. He didn't say how much nor where; but just then he "must go to lunch"; perhaps he would be back. At 4 o'clock he came again and told me of his work; how he had "tramped" and "hammered" all the day. I bought his grain, but soon I found myself disturbed for doing what I had done.

Another man came in soon afterwards, a quiet, gentlemanly person, past the middle age, who said he was about to thrash and asked what I could pay him for his wheat. Smarting a little under earlier experiences of the day, I bid him "flat" the minimum of market value. To my surprise he said, "All right; I'll bring it in next week, about six hundred bushels; let me have a hundred bags"; and didn't say another word. I found out afterwards that these two men were neighbors; hence, too, my perplexity; but what, then, could I do?

Here is another case—one of the amusing kind. It will find an echo somewhere, I am sure. A certain young man, an acquaintance of mine, a farmer, had raised seven hundred bushels of corn, his first crop, and would have it to sell, he told me often, at a stated time to pay a debt. We had been paying thirty-five to thirty-seven cents a bushel for corn; but markets being firm, the young man thought he might be able to get forty cents for his, and said he was going to do his level best to get it when the time came round. Wishing to favor him, and fearing, too, that he might get away from us (for there was a warehouse nearer to him than ours), I talked with other members of our firm about his case. He was to come in and sell on a fixed day, and I was watching for him.

I saw him on that morning driving by our door, on horse-back, towards the barn to put his horse in shelter for the day. Ten minutes afterwards he came into our office, with a smile upon his face, and said: "I've come to town today to sell my corn, and the first man to say 'forty cents a bushel' gets it." Then he put his hand into his pocket, pulled out his "jack-knife," sat down in front of our old-fashioned coal stove, stuck the blade of his knife into a piece of pine kindling wood that lay there in the coal box before him, and began to make the shavings fly. He had come to town for the day; and I felt like having a little "fun" by saying, "I'll take it," just to see him pull "the string," but my respect for him restrained me. Nearing middle life and working hard to make ends meet, he had my sympathy. I touched him in another way. I asked about the color of his corn, the quality, the quantity, the time of delivery, etc., all of which, by the way, I knew before, excepting the time of delivery, in order to get a direct proposition from him as to what he would do. He very soon said: "I can deliver the corn at your warehouse inside of three weeks, at forty cents a bushel." I thought that was enough, and I said: "Well, I'll let you put it in. I'll take your corn, at forty cents." He threw the stick he had been whittling upon the coal box, closed his knife, arose to his feet and said: "What, corn hasn't gone up, has it? I'll have to post up a little."

"No," said I, "corn hasn't gone up; nor will I try to hold you to the deal, if you wish to be released." Then I explained the situation to him a little, and wound up by saying: "You may go to any other dealer, or to all of them, and do the best you can. If you return, you'll get a bid, of course, based on the market value." He seemed confused and hardly knew which way to turn. We got the corn, however, and all continued to be friends; but the case reminded me of this:

The prize that we wish for is hard to be won,
 The "easy to get" we fastidiously shun.

OLD TIME PRODUCE MEASURES.

Sixty years ago, in this part of Ohio [written at Columbus], and especially at country points, nearly everything was sold by measure—wheat, rye, beans, shelled corn, etc., in a half bushel, straight edged off to make it even full; and potatoes, turnips, apples, etc., in the measure rounded up; corn in ears the same, but three halves to make a bushel. It would be amusing nowadays, I am sure, to see a man picking up corn with his hands and putting it into a half bushel measure and then into a wagon; but that's the way we did it, sixty years ago, down there among the hills; and I myself have sold hundreds of bushels, here in Columbus, before the days of railroads, in the same way. We went much more slowly then than we are going now, but we had more time to talk and to enjoy our lives.

I well remember our first pair of wagon scales. They were in the street and the street was yet unpaved. The scale man put them in on wooden blocks set in the pit on ends and boarded up outside to keep the earth from caving in. The work seemed right enough at first, but it did not last. The constant driving over it and packing of the earth threw the hangers out of plumb, and then the scales began to tell what was not true. They told me that a sixty-bushel load of wheat weighed sixty-one bushels, and I believed them, too, for quite a while, still thinking that the man I sold to was dishonest. (Some other day, perhaps, I'll tell of my discoveries—the law of gravitation and its bearing on our weighing system. Just now it is not necessary.) Our trade was growing fast. To keep up with demands we put a new scale in the driveway of our warehouse, one we could rely upon, and then the falsifying ceased. Our scales then told the truth; but there were still many of the old kind throughout the country, used in weighing stock, and farmers held them up against us as a test. We had one customer, a good old man, a German, and quite well to do, who had some fourteen hundred bushels of wheat one year for sale. I bought the wheat, and in response to his questionings, told him we would have to stand by our scales, but that he might have the privilege of quitting any time he found us doing him injustice. He brought in three loads together next day, about two hundred bushels, and then drove to the office to get his pay, saying that he had weighed the wheat and knew just what he had; that we had "beat him" out of about four bushels. He didn't say where he had weighed it; but after some little comment on the workings of old scales, I paid him off, and let him go.

He went then and sold the balance of his wheat to another firm. Telephones had just then come into use. Next day I got a message thus: "Do you know Mr. Blank?" I answered, "Yes, I do; why?" "I have just ordered him out of my office," said the man; "he accused me of stealing five bushels of wheat and mentioned your firm's name."

The following day I got a 'phone message from the other warehouse, asking virtually the same question. In answer to my reply, the spokesman said: "He's a d—d old fool; I told him I'd 'mop the floor' with him."

The only other place where he could sell was at the mill, a place where they had nothing but a "track scale" to weigh upon; and there he was served still worse. Next day I got the same old message from the mill (for he seems to have given our firm name everywhere he went); they also had "put him out," and he had still about six hundred bushels of his wheat to sell. He didn't know that those people had telephoned to me; and within ten minutes from the time I got the last message he

drove up with his three wagons in front of our door, on his way towards home, and said to me: "Danuey, you and I always got along pretty well together; I guess I'll bring the balance of my wheat to you on the old contract." "All right," said I, "you may do so; but, remember, we will settle on our weights—as we did before." The wheat was delivered and we settled up without a word. When all was over, curiosity made me ask about the weights, the last results, and where he had had his weighing done. Results, he said, were much the same; the scales he knew were right; they were his neighbor's, used in "selling stock for years and years."

I tried to explain to him, hurriedly, the effect of "years and years" upon an outside scale—the sun upon the wood, the frost upon the walls and gravitation on the hangers (out of plumb), but all without effect. He then placed his finger against my breast and said to me: "Danney, the scales are all right when the meu are all right." His words offended me, as you may know, but he was old and I comparatively young. Hesitating for a moment, I said to him: "You have believed the showings of those rusty, crumbling, speechless scales in preference to the statements of your living friends. Next year, when you come in to sell your crop, you will have a hard time finding any man to bid you welcome at his door."

It is well to be watchful, but penuriousness is the beginning of the end.

[TO BE CONTINUED.]

NO CAUSE OF ACTION.

The suit against the Nye-Schneider-Fowler Company of Fremont, Neb., brought on complaint of the Farmers' Grain and Live Stock Company of Hadar, Neb., claiming discrimination at that point, caused by the line company paying higher prices at Hadar during the latter part of 1909, in competing with the Farmers' Company in the purchase of grain, than the prices paid by the line company at surrounding points, was tried at Pierce, from February 13 to 17 before Judge Welch and was a hard fought case, the trial consuming full four days' time. The suit was based on the Nebraska statute which provides that higher prices shall not be paid by any buyer at one point than it pays at another point for grain of like grade and quality, difference in freight rates considered, for the purpose of injuring or destroying a competitor. The farmers sought an opportunity to make a test case under the law.

The jury, says the Omaha *World-Herald*, was composed of ten farmers, one banker and one merchant, who brought in a verdict in favor of the defendants, that there was no cause for action. The evidence showed that the bulk of the grain during the period specified had been bought by the Farmers' Company; that the prices quoted by the defendants were actually higher than those paid at surrounding points, but that the defendants themselves had bought no grain at an actual loss and that the reason the prices paid figured out a loss to the Farmers' Company was that they were inexperienced and new at the shipping business and had marketed their grain, or sought to do so, in the wrong place. The bulk of the grain having been corn, it should have gone west for the feeding trade at that time, while the Farmers' Company shipped it east to the regular markets.

With Canadian wheat free, our markets will be kept close to the export basis, it will remove domestic situation entirely, and in computations of supply we will be forced to include the grain in the Canadian Northwest. Only actual operations will reveal the extent of the incorporation of the northern grain in and through our markets. It will remain for the actual to determine if we shall export Canadian wheat in the form of flour, or displace some of our own wheat, and force it to export. The only tangible deduction now is that Canadian supplies will hold us from the independent market of the past three years. At present Chicago prices are 4 to 5 cents above export of our wheat. Winnipeg is on an export basis.—*Clement, Curtis & Company.*

THE ELEVATOR SYSTEM OF THE HARBOR COMMISSIONERS OF MONTREAL.

The illustrations on this and the opposite page show the shipping conveyor system of the Harbor Commissioners of Montreal, Que., Canada. This system takes grain from Elevator No. 1, of 1,000,000 bushels' capacity, shown in the illustration, and delivers it to ocean steamers. The conveyors serve steamers at fourteen different berths. The present system comprises one and one-half miles of conveyor galleries and over five miles of rubber belting. There are 154 vessel-loading spouts and 42 belt-trippers. All parts of the system are fireproof, and all machinery is electrically driven.

While these conveyors have only recently been completed, the business of the port has already outgrown the facilities, and a new elevator of 1,750,000-bushel capacity is in course of construction. Elevator No. 1 is kept so busy unloading water-borne grain that no receiving from cars is done there. The new elevator will receive cars at the rate of 240 in ten hours, and will be provided with two marine legs for unloading vessels. An extensive shipping conveyor system will be built in connection with the new elevator, the new system being interconnected with the present one in such a way that grain may be shipped from either elevator to any of nineteen steamer berths. The foundations of the new elevator were put in during 1910, and work on the superstructure will be pushed forward rapidly as soon as weather will permit of carrying on of concreting.

The drawing shows the entire system, comprising two elevators, two and one-third miles of conveyor galleries, and four marine towers. The system when completed will be undoubtedly the most extensive export elevator and shipping conveyor layout in existence. A detailed description of the additions to the present system shown in the half-tone illustration follows:

The elevator improvements will comprise the following: One fireproof elevator of 1,772,000 bus. capacity; two marine towers with conveyor gallery to elevator; one grain drying plant; conveyor system on new Victoria Pier, and connection with conveyor system on Jacques Cartier, King Edward and Alexandra Piers and with Elevator No. 1. All of the improvements will be of fireproof construction.

STRUCTURES.

Elevator.—The elevator will be a reinforced concrete building, 313 ft. 4 ins. long by 100 ft. wide. The foundations are of reinforced concrete resting upon wooden piles driven to a sufficient resistance to carry the load imposed upon them. The first-story columns, the girders and slab beneath the bins will be built of reinforced concrete. The bins will be of reinforced concrete with walls 86 ft. high and 8 inches thick. There will be 164 storage bins and 24 shipping bins, there being a complete row of shipping bins on the water side of the elevator. The bins will be in general 12ft.x12ft.4ins., measured on the centre lines of the bin walls, but these dimensions will in many cases be changed by leg spaces, etc. The spaces beneath the shipping bins will be used as storage bins. The cupola of the elevator will be a reinforced concrete frame, and roofs and floors will be of reinforced concrete also. The outside covering will be a molded concrete wall. All windows will be of wire glass in metal sash and frames.

Marine Tower.—A marine tower will be constructed on a jetty running out into the dock in front of the elevator, with two marine legs, one on each side of the jetty, so that vessels on either side of the jetty may be unloaded. The centre of the tower structure will be 300 ft. from the junction of the jetty with the shore wharf. The tower will be of reinforced concrete throughout. A conveyor gallery connecting the marine tower with the elevator will be built of structural steel with reinforced concrete floors and roofs.

Conveyor System.—A conveyor gallery will be constructed along the water side of the elevator and extended north and east over the various sheds at the several berths on the new Victoria Pier. The gallery on the water side of the elevator will be

extended south to connect with the present conveyor gallery system from Elevator No. 1. These galleries will be generally similar to the structures in the present conveyor system.

Drying Plant.—At the north end of the elevator a grain drying plant will be built. It will consist of a concrete building to contain the drying equipment, and the boiler to furnish steam for drying.

EQUIPMENT.

Receiving from Cars.—There will be 12 receiving legs, each with an elevating capacity of 12,000 bus. per hour. Four railroad tracks will run through the first story of the elevator, each track having six unloading hoppers. Two tracks will be tributary to each row of receiving legs, so that each leg will receive grain from cars at two track hoppers. The track hoppers will be so arranged with gates that grain from either hopper may be elevated as desired. Thus, while a carload of grain is being elevated from one side of the leg, another car can be in process of unloading from the opposite side, the gate from the hopper to the leg on the latter side being closed.

Four lines of power grain shovels will be installed, each line to have six pairs of shovels; that is, one pair at each unloading hopper. The receiving legs will elevate grain from the cars to the top story of the elevator and each leg will discharge into a garner having a capacity of approximately 2,500 bus. Beneath each garner a 2,000-bu. scale hopper on a 120,000-lb. hopper scale will be installed. Each receiving scale hopper will discharge to two double-jointed distributing spouts of such radius that any bin in the elevator can be reached from one or more receiving scale hoppers.

Shipping Facilities.—There will be five shipping legs, each with an elevating capacity of 15,000 bus. per hour. These legs will be placed in a longitudinal row along the centre line of the house. Each shipping leg will elevate grain to the top story and discharge to a garner of approximately 1,000 bushels' capacity. Beneath each garner a pair of automatic scales with a combined capacity of 15,000 bushels per hour will be placed. These scales will be provided with electric recording devices to minimize operating labor. The discharge from each pair of automatic scales will be to a garner from which a turnhead will deliver the grain to permanent spouts leading to the shipping bins and to double-jointed distributing spouts leading to the regular bins. Grain can also be spouted to shipping bins from all of the receiving scales, so that the receiving legs may be used for shipping if desired.

Car Loading.—Four carloading spouts will be installed, one on each track, and arrangements will be made so that additional spouts can be installed later if desired. These spouts will receive from the receiving scales so that cars can be loaded at one draft.

Cleaning Machines.—Two No. 11 Steel Cleaning Machines will be installed on the bin floor. Each machine will have a garner above it with a capacity of about 2,000 bus. The machines will discharge to adjacent bins.

Car Pullers.—Car pullers will be installed in the

first story of the elevator to pull cars in either direction on any of the four tracks.

Passenger Elevator.—A passenger elevator will be installed to run between the first story of the elevator and the top story.

Receiving from Vessels.—A double marine tower will be constructed with two marine legs for receiving from vessels. One will be on the north side of the tower and one on the south side, so that two vessels may be unloaded simultaneously. The marine legs will be of the slant-leg type, each with a capacity of 20,000 bushels per hour on the dip. They will be so constructed that they can unload vessels with 25 ft. draft. Ship shovels and clean-up shovels will be installed for each leg. Each marine leg will discharge to a pair of automatic scales, having a combined capacity equal to the maximum capacity of the leg. The discharge from each marine leg will be spouted to a 40-inch belt conveyor running to the elevator. At the elevator each of these two conveyors will discharge to a loftier leg with an elevating capacity of 20,000 bushels per hour, which will elevate the grain to the cupola.

Shipping Conveyor System.—Along the water side of the elevator a side gallery for shipping belts will be constructed. Grain intended for shipping will be placed in the row of shipping bins on this side of the house. From the side gallery on the water side of the elevator belts will run north and south for loading vessels lying at the various berths. The loading spouts and general machinery arrangements will conform with the present conveyor system on Jacques Cartier, King Edward and Alexandra Piers.

Capacities.—The storage capacity of the elevator will be as follows:

24 Shipping bins	93,000 bu
164 Storage bins	1,679,000 bu

Total1,772,000 bu.

Receiving capacity from cars, approximately, 24 cars per hour.

Receiving capacity from boats, maximum, 40,000 bus. per hour on the dip.

Shipping to ocean steamers, 45,000 bus. per hour, average, including shifts.

Cleaning, 3,000 to 6,000 bu. per hour.

Drying, 500 to 750 bus. per hour.

Power.—All machinery will be electrically driven. Motors will be arranged in such units as will produce most economical operation.

Future Storage.—The elevator has been so designed that additional storage capacity of approximately 800,000 bus. can be built at the south end when desired.

It is evident from the above that the Harbour Commissioners of Montreal, consisting of Major George W. Stephens, president; Mr. C. C. Ballantyne, Mr. L. E. Geoffrion, with Mr. David Seath, Secretary of the Commission, are determined that Montreal shall not only have every opportunity to hold its present position in the exporting of grain from Canada, and even from the United States, but shall have every facility for strengthening that position.

The constructing engineers on the present conveyor system and on all of the new work are John

S. Metcalf Co., Limited, of Montreal and Chicago, under F. W. Cowie, Chief Engineer, and John Kennedy, Consulting Engineer, for the Harbour Commissioners.

[For the "American Elevator and Grain Trade."] LIABILITY OF CARRIER FOR DAMAGE TO GRAIN NOT DELIVERED PROMPT- LY TO THE ELEVATOR FOR DRYING.

BY J. L. ROSENBERGER,
Member of the Bar of Cook County.

With the knowledge that a grain company wanted to send ten car loads of No. 4 corn to Nashville to be dried, a railroad company accepted the cars, issued bills of lading for them to the grain company, which named it as consignee at Nashville and contained a direction to notify the elevator company on arrival of the cars. Before the elevator company received the corn, however, it had, on account of long delay in delivery, germinated and rotted so as to be unfit to be dried; it had also "caked," and had to be kept in the elevator for a period of from eighty to ninety days, and then was sold at a great loss.

In affirming a judgment in favor of the Grain Company against the Railroad Company for damages, the St. Louis Court of Appeals holds, among other things (W. R. Hall Grain Co. vs. Louisville & Nashville Railroad Co., 128 Southwestern Reporter, 42), that the proposition that the corn spoiled in consequence of a change of climate scarcely merited attention, for all the evidence showed that it would not have spoiled if it had been turned into the elevator on arrival, while the elevator company ordered the cars set on its tracks the day they arrived but the defendant held them more than two weeks while it knew the grain in them was rotting.

The main contention, however, was that the defendant should be excused because the congestion in the yards prevented an earlier delivery under the rule in force there, namely, to send cars to the elevator in the order of their arrival. But if this rule was one which the law would uphold the defendant in adhering to under the circumstances, a question of fact would arise on the evidence in this case as to whether so many other cars of corn were entitled to precedence over the plaintiff's as to prevent delivery of the latter. But in point of law the alleged rule was no excuse for the delay in delivery.

To begin with, the testimony conclusively showed that the Railroad people agreed to suspend the rule and put in the plaintiff's cars ahead of others that had arrived before and did this in some measure, thereby waiving the rule. Moreover, the two railroad companies whose lines ended in the Nashville yards had an arrangement with the elevator company by which they might turn into the elevator to be stored and dried any grain that arrived in the yards and was not called for by the consignees within a reasonable time; and the railroad companies under that arrangement were in the habit of turning into the elevator such car loads of grain in the order of their arrival in the yards; but there was nothing to show that the elevator company was a party to prescribing it or had agreed in its con-



PANORAMA OF THE GRAIN ELEVATOR AND GRAIN CONVEYOR SYSTEM NOW IN OPERATION BY THE MONTREAL HARBOR COMMISSIONERS

tract with the defendant or any other company to be bound by it; and much less had the plaintiff, for the plaintiff knew nothing of the rule. Then, how such a custom, or arrangement, entitled the defendant or the terminal association to refuse to comply with the demand of the elevator company for an immediate delivery to the latter of grain it had agreed with the owner to dry at once the court fails to perceive, and especially does it fail to perceive how the defendant could be so entitled as against the plaintiff.

On what theory did the defendant have a right to postpone delivery of cars which were called for promptly by the consignee in favor of cars which the consignees had delayed unreasonably to call for, simply because the defendant had a contract with the elevator company that the latter should take charge of uncalled for cars? The defendant was bound by law to deliver these cars in a reasonable time; and if the consignee called for them at once, or within a reasonable time, manifestly it was no legal excuse for refusal to perform its duty to make a reasonable delivery that there were other cars it wished to turn over to the elevator company first. Said elevator company was under no contract with the owners or consignees of other cars which were awaiting delivery in the yards and had taken on itself no duty in regard to them, save the arrangement with the defendant by which the grain in them might be stored in the elevator; whereas it (the elevator company) had bound itself in a contract with the plaintiff regarding these very cars, to dry the grain promptly, and if it chose to demand them at once the court does not see how the customary order of delivery justified a refusal to comply with the demand.

But it was contended further that the defendant was to be excused because the bills of lading were not presented by the elevator company when the cars were ordered in. No doubt the defendant might have refused to turn over any freight to the elevator company, except on the presentation of bills of lading, if it had chosen to do so; but to allow a defense for that reason in this case would be to ignore the entire evidence which showed that the defendant and the elevator company had an arrangement pursuant to which grain was delivered without the tender of bills of lading; further, that the defendant did not decline to turn over the cars in controversy because the bills of lading were not presented, and that they would have been presented if the delivery had been declined for non-presentation.

FODDER "CHEAPER THAN OATS."

The Bureau of Animal Industry has been concerned about the price of oats used for fodder and has therefore developed a new sort of "breakfast food" for horses, which is recommended as a matter of economy. It is composed of cocoanut and peanut meals, both being previously robbed of their oils which have a higher value. As to its results, the Bureau says the compound was tried on ten Morgan yearlings and four workhorses on the Bureau's horse farm near Middlebury, Vt. That the animals were not altogether edified by the experiment is intimated in the statement of the Bulletin, that "none of the horses took to the cocoanut

and peanut ration eagerly and that the workhorse team so fed was off feed during the first three weeks." At the conclusion of the test, however, all the horses were reported in good condition. The saving in cost was \$15.75 per ton of mixture, or the difference between \$43.75, the cost per ton of whole oats, and \$28, the price paid per ton for nut meal mixture.

DOMINION ELEVATOR BILL.

In response to the demands of the farmers of the West, Sir Richard Cartwright has introduced into the Dominion Senate a bill for an act to regulate the transportation, storage and inspection of grain at the terminal elevators at the head of the lakes. The bill provides that there shall be appointed three grain commissioners who shall reside in either Fort William or Port Arthur and hold office for ten years; that they shall have the same jurisdiction over the transportation, inspection and storage of grain that the Railway Commission has over railroads; that they shall have power to investigate and control all questions relating to the transportation, inspection and storage of grain, to weigh and examine the grain whenever they desire, and to declare which are terminal elevators and, in fact, designate any elevator. With the consent of the government and on appropriation being made for the purpose by parliament, the commissioners shall have authority to acquire by a lease, purchase or expropriation any terminal elevators they may see fit or they may construct new elevators; and are given authority to employ experts and any necessary staff, and to create inspection divisions which they may alter as they see fit, and to make rules and regulations respecting grain without the consent of the government.

Severe penalty provisions are embodied in the bill for mixing and similar offences against the Grain Act. Fines up to \$20,000 may be imposed for the first offense. It is provided that there may be imprisonment for such offences.

In the debate the same question that is stirring Saskatchewan—government ownership—came to the front at Ottawa, in spite of the fact that in Manitoba state ownership and operation is still in the crudely experimental stage. The debate opened on the amendment of Dr. Schaffner of Souris, "That in the opinion of this house the present system of operating terminals and transfer elevators is detrimental to the interests of the Western grain producers, and that the Government should take immediate steps to operate terminal elevators at Fort William and Port Arthur and transfer elevators between those terminals and the Atlantic seaboard."

Dr. Schaffner's argument was based on his assumed facts—that "the stealing of wheat has been going on at terminal elevators for years;" that there is "mixing and manipulation;" that "it would surprise most people to learn that the Government maintains a staff of 95 men at Port Arthur and Fort William to watch this stealing of grain going on." He characterized the bill itself as "but a continuance, or a further application, of the system which has been in force for year and under which frauds had occurred and farmers had lost

wheat, probably to the value of ten million dollars." He thought that the cure for the whole matter lies in government operation, more than in government ownership, as it does not matter materially who owns the elevators. The government objects (1) that they would not be justified in taking full responsibility for the terminal and transfer elevators, it must move cautiously and make thorough inquiry; and (2) that the commission proposed by the bill would have power, when funds were available, to acquire and operate elevators.

In the Senate much the same line of argument for the bill was offered by its mover that Dr. Schaffner had made in favor of his policy of "government operation." Senator Lougheed said that one of the results of the reciprocity agreement was likely to be the diversion of a considerable quantity of Western Canadian grain from present channels to Minneapolis. He asked if the Government had considered how it would maintain the standard of Canadian grain being exported through American channels; to which Sir Richard Cartwright replied that as the reciprocity arrangement had not been finally concluded he would not care to express an opinion,—would not attempt to cross a bridge until he came to it.

Senator Young said he thought some of the statements made would be revised by the senators on second thought. As this bill invaded the whole grain business of Canada, it should be carefully considered. The treated grain one senator spoke of was easily detected, and got no grade. There was competition between elevator men, buyers for export and buyers for the mills, which made it absurd to say farmers were compelled to sell below grade and lose ten cents a bushel. There was the further protection that the farmer could get cars to send his grain to Fort William, get government grade certificates and free bill of lading. The time had gone by when it could be charged that the farmers of the West had to pay tribute to elevator men; in justice to the terminal elevators, he would call attention to that fact.

The bill was then passed to the second reading.

A NEW BOOK.

The American Artisan "Window Display Manual" is a new book whose purpose is to serve the retail merchant, and particularly the retail hardware merchant, in an advisory capacity in designing and executing show window displays that will sell goods. For a number of years "The American Artisan and Hardware Record" conducted hardware window display competitions, offering each time \$100 in cash prizes for photographs of business getting hardware window displays with descriptions thereof. These competitions stimulated the hardware merchants to put forward their best efforts to devise the most effective displays which their ability would permit, and many of these pictures are shown in this Manual. Their value and merit as business getters have been demonstrated by those dealers who are responsible for their creation. The book is for sale by the publisher, Daniel Stern, 355 Dearborn St., at \$3.50 per copy, postpaid to any address.



AT MONTREAL TO WHICH ADDITIONS ARE NOW IN COURSE OF CONSTRUCTION BY JOHN S. METCALF CO., LTD., MONTREAL AND CHICAGO.

NEW PLANT OF THE WEBSTER M'F'G COMPANY.

For considerably more than a quarter of a century customers of the well known manufacturing house, The Webster M'f'g Company, have sent their orders for grain elevator machinery and specialties to Chicago. Since 1891 these orders have been taken care of at the Company's large shops at Fifteenth Street and Western Avenue.

It was about three years ago, however, that the

the work of the largest character. The shop is also equipped with a complete handling apparatus, using compressed air.

The gray iron foundry, which is of most modern type, has two cupolas, one having as high as 30-tons' capacity daily. The handling of the flasks is done by air-hoists and the larger work by electric cranes.

The malleable iron foundry has a capacity of some 20 tons per day and is equipped with automatic machines for assembling the chain as well as

by blowers. Commodious lockers have been built in connection with the toilet and wash rooms; shower baths have been provided for the employees; and there is also a well equipped hospital room. A system of co-operative insurance has been put in force under which employees are cared for in cases of accident or sickness.

The machinery is all electrically direct-driven. A total of 700 horse power operates the plant and equipment. Shipping facilities are most complete. The B. & O. and Pennsylvania Lines both run directly into the shipping room, and besides these they have the use of the Big Four Road which also puts cars into the factory. The gray iron foundry and malleable foundry are served by tracks of their own for delivering coal, iron and coke.

The Company has expended a great deal of money and thought on its new plant and believes that with its greatly improved and extended facilities they will be able to serve customers all over the country more promptly and more efficiently than ever before; and that is saying a good deal, as their trade knows.



TIFFIN PLANT OF THE WEBSTER M'F'G COMPANY.

company found its business in certain lines expanding so rapidly that it erected two new shops at Tiffin, Ohio, one for the manufacture of its line of sheet metal goods, elevator legs, spouting, and so forth, and the other a malleable iron plant for the manufacture of detachable chain, malleable buckets and the like. The operation of these two shops proved so satisfactory and demonstrated the desirability of Tiffin as a manufacturing and distributing point to that degree that the Company decided to move its entire plant there. To that end the Company erected the buildings which are shown in our illustration.

There are about four acres under roof, and the buildings comprise a sheet metal shop, 300x100 feet in size; malleable iron foundry, 330x120 feet; engine room, 50x30 feet; shipping and storage rooms, 270x90 feet; machine shop, 300x120 feet; gray iron foundry, 250x110 feet; office building, 210x100 feet; and pattern vault, 120x80 feet in size.

The buildings have steel frame and brick walls, with saw-tooth construction of roofs. There is north light which is the best possible lighting for workshops of all sorts. The buildings are equipped with traveling cranes of capacity from five tons to thirty tons. The gray iron foundry is supplied with a 30-ton crane which brings the castings to the machine shop, where they are handled by a 20-ton crane directly to the cars or into the shipping room. The sheet metal shop is furnished with a crane in the same manner. The shipping and stor-

an equipment for testing, measuring, oiling and the like.

The Company is of the belief that a modern



INTERIOR OF SHEET METAL SHOP.



INTERIOR OF THE MALLEABLE CHAIN FOUNDRY.

age room being in the center of the plant, everything gravitates toward that one point.

The machine shop has a full equipment of large lathes and boring mills and can take in 18-ft to 20-ft. sheaves or pulleys, thus being prepared to do

employees and they have constructed their buildings with this end in view. The roofs are of saw-tooth variety, giving north light by day, while the artificial lighting of the plant is done by the Cooper-Hewitt system. The heating and ventilating are done

islatore of Manitoba. It showed that no less than 163 elevators were purchased at a cost of \$814,710.40 and are now owned by the people of Manitoba. Petitions were received for the erection on new lines of railway and at sidings without elevator accommodations of other elevators; and ten points were selected where elevators were erected, though several of them were not completed in time to handle this year's business. The total capital invested was \$929,830.85. The total cost of maintenance for this year ran up to \$65,144.77, while the income was \$60,494.55.

There was handled by the Commission something over 3,300,000 bus. of wheat; and the report claims that although "the season was backward," that the "crop in southern Manitoba was poor," and that the work of organizing the business enormous, the "Commission had a successful first year," in spite of a deficit of \$4,650.22 in operating expenses, to be paid by a general tax.

It appears, however, from the debate on "the speech from the throne" that the farming public is not quite so well satisfied with the "first year's" work. T. C. Norris, liberal leader, in commenting on the speech, took occasion to refer to the Elevator Commission. After expressing regret that the Premier had been absent during the previous session, when this matter was disposed of,—"lightly and without due consideration,"—Mr. Norris said he "remembered that the Minister of Public Works had admitted then that he had no evidence to show him that such a system could be made to pay; that he thought personally the government had shown too

much haste, and that the Commission had shown too much haste, which had already brought trouble. He thought also that the Commission should have been instructed not to make too large expenditures at first, and expressed the opinion that, even making allowance for the poorer crop and the lateness of the Commission in starting, the results would prove very unsatisfactory; and he wanted to point out one or two of the mistakes made. He then said:

"One of these mistakes was that the Commission had in some places destroyed the local market for wheat. In one town [Griswold], where there were formerly five elevators and a keen competition at all times for local wheat, the Commission had bought up three of the elevators and turned the key in one and operated but two, with the result that there had not been a single grain buyer in that town, and although 150,000 bushels had been mar-

Tonawanda, Rochester, Syracuse, Oswego, Utica, Schenectady, Whitehall, Troy, Albany and New York. The Commission further recommends that the plans for terminal structures should be prepared by the state engineer and their construction carried out under his direction when such plans have the approval of the Canal Board, but it is suggested that the terminals should be administered under the direction of the State Superintendent of Public Works.

MODERN ELEVATOR AT COUNCIL BLUFFS.

Our illustration shows the elevator of the Cavers Elevator Co. of Omaha, Neb., located at Council Bluffs, Iowa, on the joint tracks of the Chicago & North-Western, Chicago, Burlington & Quincy, and



MODERN ELEVATOR AT COUNCIL BLUFFS, IOWA.

keted there, there had not been any competition on that market. If the policy of the Commission had had the same effect all over the province it would have been better that the legislation had never been placed on the books."

The Premier in reply did not question Mr. Norris's statement of fact, but said: "Anything I can do, anything the government can do, to remedy any imperfection in the machinery, or to create a condition that will conduce to a better result than what he has told us exists at Griswold will be done most cheerfully. The question of government-owned elevators is a new one, and requires time and experience to perfect."

An appropriation of \$16,500,000 for the construction and equipment of public terminal facilities for the barge canal is recommended by the New York Barge Canal Terminal Commission, which submitted its final report to the legislature. Terminals are recommended to be constructed at Buffalo,

Chicago, Rock Island & Pacific Railroads. The elevator has a storage capacity of 125,000 bushels and 50,000 bu. per day handling capacity. The main house was built in 1906 and an addition to it was completed in 1909. It is of cribbed construction on a concrete foundation and is iron clad. The machinery equipment, in addition to elevating and conveying machinery, consists of an 1,600-bushel hopper scale, one Sonander Automatic Sacker, and Barnard & Leas Cleaners.

The officers of the Cavers Elevator Co., are J. A. Cavers, president, and C. D. Sturtevant, secretary. The company does a general receiving and shipping business, paying particular attention to the Southern trade in corn or oats, and are large shippers to Arkansas, Texas, Mississippi, Georgia, Louisiana and Tennessee.

The Farmers' Elevator Co. of Ridge Farm, Ill., has been incorporated with a capital stock of \$12,000, by Frank Jones, R. S. Bines and J. E. Castle.

LEGISLATIVE MATTERS.

Illinois.—A bill to correct and clarify the verbiage of the Illinois laws legalizing trading in grain futures has appeared in the legislature. It has no reference to "puts and calls" or "privileges" in any form; and has been favorably reported by the house committee.

Iowa.—A bill has been introduced in the Iowa legislature that provides that "in any suit hereafter begun in a court of record to recover against a common carrier for unreasonable delay in delivering freight, or for injury to or loss of freight in transit, in the event of recovery by the plaintiff there shall be taxed as a part of the costs against the common carrier, a reasonable attorney fee for plaintiff's attorney; provided, however, that not less than thirty days before the institution of such suit plaintiff shall have served on such common carrier a written statement of his claim or demand, verified by the plaintiff, his attorney or agent."

A bill will be introduced to provide that elevator leaseholds on railway lands shall be valued and passed upon by the Railroad Commission; and when an elevator is burned or damaged through the negligence of the railroad, the company shall be liable for said damage whether the said elevator be or be not located on railroad lands.

Kansas.—The "grain inspection bill" (S. B. 551, H. B. 693), has been passed by both houses of the Kansas legislature and has gone to the Governor. The bill provides, briefly, that the Grain Grading Commission shall appoint the chief inspector for a term of two years unless removed for cause; the Commission will appoint all other members of the staff of inspection; all inspectors from chief down must stand an examination as to their qualifications and shall be appointed on their merits only, as determined by said examination. The bill also provides for "office inspection" as practiced at Chicago and Minneapolis. The Grain Grading Commission shall consist of three members, appointed by the governor—a farmer, a miller and an elevator man, which Commission shall on the first Monday of July of each year "establish grades and make up samples of all kinds of grain bought or handled in the state, which shall be known as 'Kansas Grades.'" The inspection fee as fixed by the bill is 1c per 1,000 pounds of grain for inspection and sampling, and 1c per 1,000 pounds for weighing—about double present fees.

S. B. 373 and H. B. 276 are intended to drive mutual fire insurance companies from the state of Kansas by levying a tax of 10 per cent on the revenues derived from ex-state business.

S. B. 294 fixes the liability of common carriers on B/Ls issued by them; the initial carrier being made liable to the shipper for loss or damage.

Minnesota.—The milling-in-transit bill being considered by the Minnesota senate committee has been recommended for passage. It provides that if grain is destroyed by fire or other cause while in an elevator, the original rates will be good from some other elevator.

Rep. J. G. Lennon has offered a bill increasing the tax on wheat and flax in elevators from ¼ mill to 1 mill per bushel and on other grain to ½ mill. The law enacted two years ago provided for a tax of only ¼ and ⅓ mill respectively and has yielded only \$16,000 per annum.

Nebraska.—Senator Allis of Ord has drafted a bill providing for state inspection of grain and declaring all elevators public warehouses under the supervision of the state. A similar measure was introduced four years ago but it was defeated. The present measure provides that weekly statements shall be made to the Railway Commission of business done at all elevators; that a yearly license be taken out, bond furnished and rates for storing grain made public at the beginning of each year by the elevators; that the Omaha Grain Exchange shall appoint a grain inspector for two years, to be approved by the governor and be under the jurisdiction of the State Railway Commission. It is intended that the bill will throw all the elevators in the state open to the public for the storing of

grain on which the owner may borrow money with warehouse receipts as collateral.

North Dakota.—Dean's bill, designed to prevent unfair discrimination against towns by grain buyers, has been reported on unfavorably by the senate committee on state affairs.

A bill to amend the law relating to the method of appointing agents of the state to work at the Minnesota grain terminals provides that such experts shall be under the direction of the Governor upon the recommendation of the Railroad Commissioners. This bill, if passed, will continue the practice of maintaining grain watchers at the Minnesota terminals, but at a lower salary than was given under the law of 1909, when they were allowed \$3,000. The new bill gives the experts \$2,400 a year, or \$200 a month, and an appropriation of \$4,800 to meet this expense is provided in the bill.

Ohio.—Sec'y J. W. McCord, of the Ohio Association, writes that there are now pending at Columbus something like 40 bills relating to matters of vital interest to members of the Ohio Grain Dealers' Association, the Ohio Shippers' Association and the Ohio Grain Dealers' Mutual Fire Insurance Association; some of these bills are of the creation of these interests themselves, which they are trying

passed, prove to be a benefit to other grain producing states and markets on this coast rather than to our own."

NEW PLANT OF THE SKILLIN & RICHARDS MANUFACTURING COMPANY.

About May 1 of this year the Skillin & Richards Manufacturing Company, now at Fulton and Union Streets, Chicago, where they have been located the past nine years, will be permanently situated in their new building at Courtland Street and Forty-sixth Avenue, Chicago, in what is known as the Cragin manufacturing district, at the junction of the C., M. & St. P. Railway (Omaha Division) and the Chicago & North-Western Railroad. The new building, which is 118x410 feet and 16 feet high, is shown in our illustration. It is constructed of brick and glass, with concrete foundation and concrete floors.

Among the new machines which will be added to their very complete present equipment will be a power square shearer for cutting sheets three-eighths of an inch thick and ten feet in length in one stroke, together with punches, brake, bending rolls, angle shears and other machinery for doing

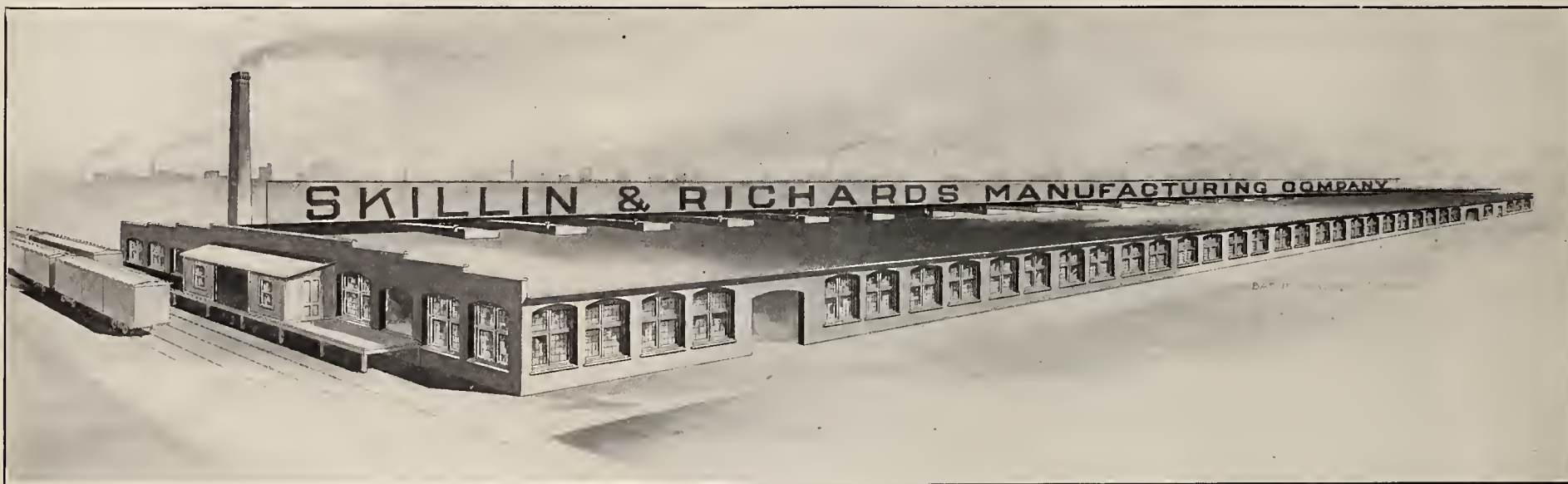
nex displayed by a British firm of Bombay. It is electrically driven and electrically lighted. In view of the interest recently aroused in India in the elevator question, the Indian Trade Journal believes that this exhibit has special value.

GASOLINE AND KEROSENE FIRES.

In a recent issue of "Gas Power" is an article which gives some valuable suggestion anent gasoline and kerosene fires. Says the article:

"In case of gasoline or kerosene fires, use fine earth, flour, meal or sand on top of the burning liquid. Do not use water. It only serves to float the liquid which will burn on top of the water and consequently spread the fire. Here is a formula which is very effective for gasoline or kerosene fires. Mix together common salt, 15 parts; sal-ammoniac, 15 parts; bicarbonate of soda, 20 parts; these should be mixed thoroughly and kept in a covered box or can.

"When using this on fires of gasoline or otherwise, throw with some force, do not sprinkle. In case the carbureter catches fire either blow it out or smother with a piece of wet cloth, if at hand;



NEW PLANT OF SKILLIN & RICHARDS MANUFACTURING CO. AT CRAGIN, ILL.

to have enacted; and other bills were introduced by outside interests and affect them either favorably or unfavorably and, of course, the associations are supporting or opposing the bills in such manner as their interests appear to demand.

Oregon.—The bill of Rep. McKinney requiring the weighing and inspection of hay and grain under the supervision of the Oregon Railroad Commission was reported on by the committee on agriculture of the House unfavorably. It was developed by a hearing of objections that the bill was defective, and the committee in charge was of the opinion that there was not sufficient time to draft another bill that would satisfactorily meet the wishes of the farmers. Discussion of the bill brought the fact that 90 per cent of the grain shipped into Portland is shipped by the owners themselves, the grain being bought in the field and by the purchaser shipped to warehouses and mills in Portland. The representatives of the railroad companies explained that during the harvesting season the railroads handle from 125 to 200 cars of grain daily. For these shipments to be weighed and inspected by any official representing the state, it was contended, would result in a serious delay in the shipment of these products, with the result that the railroads would necessarily be liable for excessive demurrage charges.

South Dakota.—H. B. 166, passed March 1, provides the manner for the organization of farmers' elevator companies.

Washington.—A bill is before the legislature of Washington to resurrect the grain inspection law knocked out by the Supreme Court; and the Tacoma Commercial Club on February 24, adopted a resolution opposing "any legislative action which will place any additional inspection tax or burden on the production, marketing and shipping of wheat; and that we believe H. B. 228 will, if

the heaviest class of sheet metal work. There will also be a 36-inch engine lathe fitted for heavy duty and high speed. A 3-motor electric traveling crane will run the entire length of the building and electric power will be used throughout for running the machinery and for lighting.

The present firm was organized on September 1, 1898, and officers are now, T. J. Skillin, president; E. J. Skillin, vice president and treasurer; and H. W. Richards, secretary. They have built up this business on the solid foundation of first class goods and closest attention to orders and installations of machinery.

About 150 workmen will be employed at the start, and it may be expected that in their new and up-to-date building, with their established reputation for everything that is best in grain handling and kindred machinery, they will enter upon a new era of ever growing prosperity.

PURE FOOD DECISIONS.

The Pendleton Grain Co., of St. Louis, was in two cases, found guilty of shipping what under the pure food law are "adulterated and misbranded" oats. The shipments in both cases were invoiced as "No. 3 White Oats"; but the analysis of the Bureau of Chemistry showed, in the one case that the sample of 25 grammes contained: Oats, 17.1 gm. or 68.4 per cent; barley 2.1 gm., or 8.4 per cent; miscellaneous weed seeds and chaff, 5.8 gm., or 23.2 per cent. In the other case analysis showed: Oats 17.6 gm., or 70.4 per cent; barley 2 gm., or 8 per cent; weed seeds and chaff, 5.4 gm., or 21.6 per cent. On criminal prosecution, the defendant pleaded guilty and was fined \$20 and costs.

An interesting exhibit at the United Provinces Exposition at Allahabad, India, is the model of a modern grain working elevator and a storage an-

if not, take anything that is handy; it may be fanned out with a broom, or if nothing else is handy, whip it out with your coat.

"In case gasoline on the floor takes fire, run to it, not away from it, if not too large beat it out with a blanket or anything handy; throw flour, sand or fine earth on flames or use the above mixture, if at hand. It is well to always have a pail of sand handy in case of fires.

"Be careful when examining an engine with a light other than electric lights, because there is always more or less oil and grease around the engine. Great care should be taken when examining the interior of the cylinder with a candle. A charge of gas may remain in the cylinder and whether the candle is inserted through one of the valve ports or through the open end of the cylinder, be sure to keep the face away from the opening."

MORE DUTY WANTED.

The broom corn growers of the Southwest, as well as the handlers of brush, have been circulating a petition to Congress to increase the duty on the brush from \$3 per ton to \$40. A year ago growers were getting \$100 or over per ton, while now they are getting only \$75; and they claim that brush is being imported from Hungary.

"There are hundreds of tons of broom corn brush being sold at a sacrifice because the growers cannot afford to hold the brush," said Charles Redder, a broom corn man at Wichita. "I have just returned from a trip through the southwestern part of the state and I find that while the market is firmer and buyers are commanding better prices this week, that there has been much brush sold at a loss this week. One of the greatest injuries to the Kansas broom corn broker is the fact that European brush, grown by pauper labor, is being allowed to come into this country in competition with our farmers."

KANSAS GRAIN DEALERS' ASSOCIATION.

The fourteenth annual meeting of the Kansas Grain Dealers' Association was called to order by President R. E. Cox, of Elsmore, in the assembly room of the Coates House, Kansas City, Mo., at 2 p. m. of the afternoon of February 22. President Cox introduced C. P. Moss, president of the Kansas City Board of Trade, who welcomed the dealers to the city as follows:

In extending to your Association an earnest and enthusiastic welcome to Kansas City, I cannot refrain from congratulating your officers and your Association on the good work that has been done and the unity that I see still prevails, nor can I refrain from expressing the conviction that this meeting will result in vast good.

We are all instruments of the great quarry of life; we are more useful when formed together for a useful purpose, such as actuates the Grain Dealers' Association. Association teaches us that the real secret of life with our co-workers is in living for them, and we sooner or later realize that in all walks of life, to endeavor to avoid this rule is to hide ourselves from our greatest happiness and our largest opportunities of self-development.

Anyone in the grain trade cannot help but look back over the past and view with pride the improvements in the handling of grain, from the standpoint of both the shipper and the receiver, and there is yet room for further improvement. Meetings of this kind always have beneficial results. We don't get together often enough. There are always little defects in the business which can be remedied if we will only come face to face and talk them over.

I express the hope that your stay among us will be as pleasant and beneficial to you as we know it will be to us. Again I welcome you: You, a progressive people, to the progressive city of an unequalled West.

The response to the address of welcome was made by J. Ralph Pickell, of Chicago.

PRESIDENT'S ADDRESS.

President Cox read his annual address as follows:

Custom and tradition has decreed the actions of the present generation as well as those of the past. History's imprint bespeaks this in words undeniable. The customs of the fourteenth century are not those of the twentieth. The progress of man in his creations of thought and the materials are but the progression of succeeding generations, although the present still clings to the initial impulses of the past. Man being but a creature of thought, is ever susceptible to the omnipotent forces. We are Americans by birth or choice, and the dominating forces that impelled the pilgrims to land at old Plymouth Rock still exist in the faculties of the present generation. The idea of conquest, reform, freedom of thought and kindred desires are still ever present in the desires and actions of this generation. The historic liberation of the sovereign subjects to the promotion and conquest of each individual wearing the crown for himself and posterity still repeats. The American people, acknowledged the most original and daring of all nations subjects, have asserted an independence and originality. Today, each and every subject protected by the Stars and Stripes can secretly or openly assert his views and opinions; but being ever the law of past ages, man's independence, in a certain degree, leads to radicalism, of which we must all confess we are inoculated. Our Nation's growth has been stupendous, and we are confronted with problems and questions of the present to ever meet the rapid growth of people and nation. The reformer has been present from time immemorial; but each and every reformer has been a radical, a creature whose faculties have been trained on the one subject to the exclusion of all others. I agree that reforms are necessary to meet the changing requirements and conditions existing; yet I consider that the reforms necessary and of the greatest benefit to the majority are buried for the lack of conservatism. At the present time, under existing state and National administration, reforms are being attempted that will, ultimately if not presently, do more harm than good.

Gentlemen, as sickness has prevented me from preparing an annual address and review of conditions pertaining to the grain trade, I am just going to refer to one subject that is of vital importance to our trade and the commercial world and will express my views, hoping that through the law of suggestion the grain trade of our Association will duly consider it during this convention.

First, I am bitterly opposed to the Scott anti-option bill, as it will be presented to the House of Representatives with its class amendments. Personally, I am a friend and admirer of Chas. F. Scott, congressman and author of this bill, but I consider that the presenting of this bill and its final passage by both Houses would strike the grain trade a severe blow, equal to a financial panic. I believe that Mr. Scott is sincere in his bill prohibiting option trading in cotton, but this calls forth the amendments prohibiting future trading in grain, and if one bill passes the other will. Mr. Scott is at present chairman of the agricultural committee and a capable man; but when the bucket shops that have been obliterated from many states are compared with the legitimate exchanges, it becomes evident that ignorance of these two not comparable lines still lingers in the layman's mind. I am against the bucket-shop as strongly as I am in favor of the legitimate exchange and option

trading. Conceding that many exchange members have abused this legitimate trading, yet I do not believe there is an exchange in the country that will uphold any unscrupulous member in his action. I suggest that a resolution be adopted condemning the passage of this bill. As we are men who are daily engaged in the grain business, a resolution from this body should at least have its influence and bear results.

I am very proud of the record made by our Association during the past year, both as to benefits accomplished for the trade as well as an increased membership. Our membership and finances now enables us to more fully protect our members and our trade.

Gentlemen, I am pleased to note the good attendance and trust that our little excursion via the 'Frisco to New Orleans, Vicksburg, Memphis and St. Louis can be taken advantage of by all of you, and that the vacation and sight-seeing will more than recompense you for your time and expense.

Thanking you for the many courtesies shown me the past year as your president, and assuring you that I sincerely appreciate it all, I again wish to thank you.

Secretary E. J. Smiley read the minutes of the last meeting which were approved as read.

He then spoke of the bill introduced into the Kansas legislature known as the "administration bill," providing for a fee of one cent per 1,000 pounds of grain as inspection fee, and one cent per 1,000 pounds as a weighing fee. This would double the existing cost of inspection and weighing. He urged members who know their state legislators to get them on the phone and object strenuously to the bill. It passed the senate with only five dissenting votes but it now seems that it will be defeated in the house.

An address was made by John E. Hughes, of Culver, Kan., on the subject "Why are we members of the Kansas Grain Dealers' Association?"

ASSOCIATION WORK.

Paul D. Miller of Russell, Kan., read a paper on the subject "Results of Association Work," as follows:

The subject, "Results of Association Work," involves a great many things. It would take some little time to tell about all of them; I shall therefore speak of the important ones that have been brought to my personal attention since becoming a member of the Kansas Grain Dealers' Association.

It is my belief that the greatest good derived from associations of this kind is to establish and maintain harmony and co-operation between members, especially our competitors. It is not necessary to consider the control of prices or any other illegal process in our organization; but by exchanging ideas, by making ourselves familiar with our trade troubles and their solution; by cementing our friendships as we become better acquainted. We learn at our meetings to adopt the best ideas for conducting our business and to use the more improved methods of doing business. We soon realize that our competitor is not nearly as mean and underhanded as we thought him to be; in fact, we soon find that we were a little prejudiced or jealous ourselves against him, and were too easily offended by his actions. We learn to see more of his good points and we find that if we but give him a chance or offer to meet him half way he is inclined to be fair with us.

We learn from associating with each other that it costs more to do business today than it did a few years ago, and we find that it pays to let our competitor have his full share of the business. We get better returns by handling half or one-third of the grain at a reasonable margin than three-fourths or all at no margin at all. In fact, in promoting good, solid friendship among dealers I believe our Association is doing its greatest work.

By belonging to an Association of this kind a grain man is practically certain he is going to receive a square deal. Every one of us prefers doing business with members of the Association in place of those who are non-members. If I have a car of wheat to sell or need a car of corn, I always go to one of our members first. If we keep this in mind and practice it in our business every day, it would so strengthen our organization that in a short time every grain dealer in our territory would be applying for admission.

Until a few months ago the members of the Kansas City Board of Trade deducted one hundred pounds from each car of grain received. This in a year's time meant a tremendous loss to the Kansas shippers. The practice, as you know, has been discontinued; and it was the work of our Association that helped to bring about this result.

It takes combined power to bring about reforms, and without organizations of this kind we would still be groping in darkness, asking ourselves what could be done to obtain better grades or how can we collect for our shortage in weights.

Our Association has done much to obtain good, honest grades, but there is still plenty of room for improvement along this line. I am afraid too many country grain buyers pay little attention to how they grade grain when they buy from the farmer. Too many of us will receive good, bad and indifferent qualities of grain and pay the same price for all. This is entirely wrong. Should not the farmer who is careful in grading his grain receive more for it than the one who is indifferent? If the lazy

farmer who grows inferior grain, or who delivered his grain in a dirty condition to the elevator, is led to believe by the grain dealer that he receives as much for his poor quality grain as does the farmer who is careful and is making an effort to better the quality he raises, he can see no reason why he should go to a lot of extra trouble to improve his poor stuff. Therefore, the grain dealer who does not properly grade his grain is encouraging poor, careless farming and discouraging the farmer who is making an effort to improve his quality.

At the last meeting of the Indiana Grain Dealers' Association President Foresman said: "The Indiana Grain Dealers' Association is doing a great work for its members and for all who come in contact with the grain trade of Indiana by co-operating with the State Board of Agriculture to show that the Indiana farmer raises little more than half per acre what they should, and if as a result of efforts made in this direction but two to five bushels per acre of better quality of grain can be added to the average yield of Indiana farms, what is there which would more materially affect the business of the Indiana grain dealer than this? There certainly is no one aside from the Indiana farmer himself who would reap more benefit from such an increase than the Indiana grain dealer."

This great work is only in its infancy. Just think what could be accomplished if the members of the Kansas Grain Dealers' Association were strongly united to work along those lines. Let us make the start by closely grading every bushel of grain we buy. If this is done, the grain inspectors would, no doubt, receive fewer complaints.

"In Union There is Strength." This is clearly demonstrated by our "Claims Department." We have all had our troubles trying to collect railroad claims. Now we let the Association do it, and the cases are few when the Association does not collect the claim, and the cost if anything, is small.

Arbitration in the settlement of differences and disputes has come to be recognized as an important factor in all modern business affairs. Use your arbitration committee and by using it you are bound to make it stronger. This department of our organization has settled many disputes and claims that otherwise would no doubt have gone to the state court rooms. How much better it is for men to settle their disputes among themselves. By doing so we eliminate a great amount of hard feeling that would have been sure to be created.

While every grain dealer in our territory receives the benefit of the work of the association less than half bear the expense. So let us give all the assistance possible during the coming year to carry on the work and strengthen our association and the results will become greater as we grow older and stronger.

P. S. Goodman, of Chicago, made an address on the "Possible and Probable Effect of Reciprocity with Canada." It is a trite saying, he said, that the ticket tells the story; since the subject came before the United States legislature there has been a decline in all markets. If the bill passes, we get free wheat from Canada, but a tax of eleven cents on our own wheat. It will not give absolute free relations on wheat and its products between the two countries. The milling trade along the lakes will undoubtedly try to get all the wheat from Canada it can on account of cheap transportation. We can assume that 50,000,000 bushels of wheat of Canada will find its way to our country and it will undoubtedly depress our prices.

A miller said if we had a surplus to export, it would make no difference in price. There would be no Kansas wheat go to Minneapolis, so there would be more for their needs at home.

CROP IMPROVEMENT.

Bert Ball, of Chicago, said he was present to show the dealers how to increase their revenue for next year. The money that went out of this country had be replaced by grain that comes from the soil or the product of the mines. He spoke of the meeting of the Crop Improvement Committee of the Council of Grain Exchanges of North America, at Chicago early in the month and gave an outline of the work of a national plan to increase our crops, through better seed and more scientific farming.

C. W. Lonsdale, of Kansas City, also spoke upon the question urging that each Kansas grain dealer impress upon the farmers in his neighborhood the importance of good seed and better farming.

President Cox appointed the following committees:

Resolutions.—W. C. Brown, W. H. Hastings, B. F. Blaker, S. J. Owens, C. A. Wallingford.

Auditing Committee.—S. J. Thompson and M. S. Graham.

The meeting then adjourned until 8 p. m.

EVENING SESSION.

At the evening session, which was called to order by Vice-President Paul D. Miller at 8 p. m., an ad-

dress was made by J. S. Justin, F. A. C., Missouri Pacific Railway Company, on the subject, "The Third Degree," an argument for less persecution of the railroads.

An address was also made by Robert Stone, legal counsel for the Association on the subject, "Needed Legislation." After a short discussion by members, of the subjects presented the meeting adjourned until the following day.

THURSDAY AFTERNOON.

The meeting was called to order by President Cox.

President Cox introduced Mr. Goodwin, Board of Trade Weighmaster, Kansas City, Mo., who addressed the meeting on the subject of "Suggestions to Country Grain Dealers," which was followed by a short discussion among members.

W. F. McCullough, president Wichita Board of Trade, Wichita, Kans., was introduced by the President, who addressed the Association on the subject, "How Shall We Obtain Correct and Uniform Grain Inspection?"

D. R. Gordon, Chief Grain Inspector of Kansas, Kansas City, Kans., addressed the meeting on the same subject.

President Cox introduced J. W. Turner, of Chicago, Ill., who read an address prepared by Mr. W. S. Cowan, Chief Grain Inspector of Illinois, Chicago, Ill., entitled "Office versus Track Inspection," in which the Illinois system of indoor inspection was described at length.

The above subject was discussed by Messrs. McCullough, Gordon, Washer, Smiley, Bennett and Turner.

It was moved and seconded that all of those in favor of giving office inspection of grain a trial, rise. The motion prevailed.

It was moved and seconded that a committee of three be appointed to confer with the chief inspector relative to the changing of present inspection to that of office inspection, which motion prevailed.

COST OF HANDLING GRAIN.

The President introduced W. C. Brown, of Beloit, Kans., who addressed the Association on, "How to Determine the Cost of Handling Grain through Country Elevators." Mr. Brown said:

What can be of more interest to us than the experience of others as to the cost of handling grain? This is one of the factors a large number of us never consider, until the end of the season or the year; then we wonder where all of the profits have gone. What has become of the golden dream of plenty that has disturbed our slumbers through the balmy nights of the early summer? True, we had thought we were exacting a margin of profit that would show up all right on the credit side of the profit and loss column. But, behold, by some mysterious way, it has almost disappeared. It is so small that we need a magnifying glass to discover it. Didn't we buy Jones' wheat with a good four-cent a bushel margin; didn't we figure that we had had at least two cents in about all of the corn we had handled? The market has been pretty steady—most of the time anyway. While we had had a few drops and dips there were also "ups" enough at least to equalize everything.

Comparing the stock book with the shipping record, we find we haven't been able to ship out as much as we took. We didn't know we had paid out

so much for insurance, help or for incidental and after thinking it over we figure it out like this:

The elevator cost about \$5,000. We have about \$2,000 that we are trying to conduct the business on, making a total investment of about \$7,000. Didn't hardly think I had so much money tied up in the old plant. Never had given any thought to what this was costing me, but by looking a little farther down the line I find that it must be worth about 8 per cent per annum. Then the taxes, I had forgotten; and the repairs on the old shack. I get out another envelope, rip it open and get busy and find that the matter stands about as follows:

	Cr. P. & L.
50,000 bus. wheat at 4c per bus.....	\$2,000.00
50,000 bus. corn at 2c per bus.....	1,000.00
Total profit for the year.....	\$3,000.00
	Dr. P. & L.
Interest at 8 per cent on \$7,000.....	\$ 560.00
Insurance on \$5,000 at 2½ per cent.....	125.00
Taxes	50.00
Fuel at 1-7c per bushel.....	120.00
Repairs based on annual depreciation of buildings and machinery at 5 per cent.....	250.00
Shortage on wheat, 1 per cent at 80c.....	400.00
Shortage on corn, 1 per cent at 40c.....	200.00
Owner's time is worth \$60 per mo.....	720.00
Extra labor through the year, 4 mos.....	160.00
Incidentals, telephone, telegraph, books, stationery, coal for office, etc., at least.....	150.00
Total expense.....	\$2,735.00
Net profit.....	265.00
Total	\$3,000.00

With crops not looking very good, with things a little out of joint with my competitor and business going bad at the nearest town, how am I going to be able to take my wife on that trip to New Orleans?

This exhibit is not given as infallible, but it is my honest opinion that it will cover at least 80 per cent of the elevators in the state of Kansas. Many of us use slip-shod methods in keeping tab on the business. A large number I am told keep no books, except perhaps a check book and scale book, and with such methods as these in use it is impossible to arrive at a satisfactory conclusion. We are entitled to the best there is in everything. A simple entry of double entry bookkeeping can be introduced into any office and in this way, by taking stock frequently, an intelligent understanding of the conditions can be ascertained in a few moments.

We see from the above that we bought plenty of grain through the year that has been an actual loss to us. Conditions will arise that seem to force you to pay more than you should, you have done it, and suffered its results. Education is the best way of bettering the conditions of humanity so it is the best method of bringing about better results for the dealer. Ignorance excuses no man, but it gets a lot of us into trouble.

E. D. Bigelow, Secretary of the Kansas City Board of Trade, was introduced by President Cox, and addressed the members.

Upon motion, the session was adjourned to the day following.

FRIDAY AFTERNOON.

The final session was called to order by President Cox at 2 p. m. on Friday and an address on the subject, "Scale Inspection," prepared by Geo. A. Wells, of Des Moines, Iowa, was read by Secretary Smiley in Mr. Wells's absence.

J. A. Schmitz, Scale Inspector for the Chicago Board of Trade Weighing Department, read a paper on the subject, "Inspection and Care of Scales." His address was as follows:

Before beginning my talk on scales, it may interest some of you to have me tell about the scale testing and the scale inspecting bureau of the Weighing Department of the Chicago Board of Trade, which,

under the direction of Mr. H. A. Foss, the weighmaster, with whom you are all acquainted, has grown to be quite an extensive bureau. This branch of the service, as now organized, consists of three scale inspectors, including myself, and also one helper. It is our duty to attend to the testing of all the scales used by the Department and to keep them in good order. To assist us in our work, the Department maintains a fully equipped scale shop and a complete scale testing outfit. This outfit consists of 60,000 pounds of United States standard test weights, as well as sealing scales for keeping the ordinary test weights and hanger weights in seal. It also includes a set of fine non-oxidizing standards, by which we verify our working standards. We test all scales at least twice each year, and oftener if conditions suggest the need of more frequent tests.

During the year 1910 the Chicago Weighing Department tested 108 scales at country shipping stations, and found 64 of them, or 59.3 per cent, incorrect to a greater or less extent. Much of the inaccuracy disclosed by our tests at these country shipping stations was directly traceable to the neglect of the men in charge of the scales. In this connection I am going to cite a few typical cases that I believe will interest you.

To begin with I will cite an instance of an incorrect scale that was caused by rank, inexcusable neglect. I was instructed to go to a certain country place to find out why two wagon scales did not weigh alike. There was a difference between these scales of about 35 pounds on each load of about 2,800 pounds. I found the levers of one of the scales imbedded in rubbish which had been soaked with water and had then frozen. After cleaning out the scale-pit the two machines weighed exactly the same.

Another case of carelessness that led to misunderstanding and trouble was that of a wagon scale-pit which had been used for months as a sewer. A wash-stand had been installed in an adjacent wood shed, and all dirty water was drained into this scale-pit. In consequence the pit was a filthy muck hole, and this had caused the bearings of the scale to rust out. In fact, the scale was in such bad condition that I had to condemn it as beyond repair.

Another scale that I tested, which was out over 55 pounds to the load, had not been tested since its installation, eleven years previous.

While it is true that no one can tell the accuracy of a scale without testing it with standard test weights, at the same time an experienced weigher, by watching the action of the scale beam, should be able to determine if the mechanism of his weighing machine is not in good working order. Each weigher should keep in mind that the beam of a scale, like the pulse of the human body, is the indicator of the condition of the mechanism. Hence it is obvious that the motion of the beam should receive the weigher's most careful attention, especially when weighing with the scale loaded. It is true it may require a scale man and his paraphernalia to repair a defect, but, on the other hand, there are a number of precautionary measures that the user of a scale may take with very effective results. The old maxim, "An ounce of prevention is worth a pound of cure," is very apropos when applied to the subject of scales. With this in mind I shall endeavor to make a few suggestions and recommendations that may prove of assistance to you in keeping your scales in good working order.

Regardless of my suggestions, however, I wish you would bear in mind that you should have your scales tested with a sufficient quantity of test weights at least once each year. We in Chicago use from 4,000 pounds to 10,000 pounds of test weights in testing each scale, but it is not always practicable, on account of expense, to use that many weights at country stations. However, I want to say that it is best to have not less than 1,000 pounds of test weights to test a wagon or small hopper scale, and not less than 4,000 pounds for railroad track scales; and moreover, each scale should be tested when loaded to its capacity as well as when empty. I would also impress upon your minds that should your scales get out of order you should send for a competent scale man to do the work of repairing. Under no circumstances should you at-



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tempt to remedy an inaccurate scale by moving any of the nose irons. When you take into consideration the fact that even a competent scale inspector will not touch an adjusting iron to correct a scale except as a very last resort, you will see the danger of allowing any layman or ordinary carpenter to monkey with these adjusting irons.

Before going further with my talk, I want to say that should any of you desire literature concerning scale installation, scale repairing or scale testing, it would be well for you to write to Mr. H. A. Foss, the Chicago Board of Trade Weighmaster, who has compiled and published some very good booklets dealing with these subjects. The "Don'ts" regarding the installation and care of scales appearing in his "Shippers' Manual" are especially applicable.

In making my suggestions for the care of weighing machines, I shall again emphasize the value of a close observance of the action of the scale beam when weighing. If this action be hard; that is to say, if it takes a considerable amount to turn the beam, from the bottom to the top of the trig-loop, it is apparent that something is wrong, and the cause for the trouble should be sought before any weighing is performed. Where it takes a large amount to turn the beam the cause for the trouble is more likely to be found near the beam than any other place, for the reason that the levers of a scale become more sensitive there; hence it takes a smaller amount of interference to arrest or burden the action of the levers.

I have brought with me this model for the purpose of demonstrating to you the principle of scale leverage, but before doing so it would be well for me to quote from the "Shippers' Manual," compiled by Weighmaster Foss and his assistant, Mr. Schuyler, as follows: "Years ago, even-balance scales, which consist of but one lever, were universally used, but the demand for a scale of larger capacity made it necessary to construct a scale consisting of a series of multiplying levers; hence the modern, compound-lever scales. Now the even-balance scale requires weights equal to the amount to be weighed, while in the compound-lever scale, the leverage is so great that it takes a weight of but a small fraction of the amount to be weighed. For instance, in many of our hopper scales, this multiplication is so large that but one pound on the hanger will balance a thousand pounds in the hopper, while on some track scales, 1 pound will balance 6,000 pounds."

Let me make this point a little clearer to you. I have here a number of multiplying levers which illustrate the same principle as found in the levers of your wagon, hopper or track scale. Each scale has many of these multiplying levers. The plan of the scale manufacturer is to take full advantage of the system of multiplication by increasing the leverage to the greatest extent without loss of accuracy and sensitiveness. For example, the levers connected together in this model, collectively, exclusive of the beam, represent fifty multiplications. Lever number one has a multiplication of 5. Lever number three has a multiplication of 2, while lever number two, just above, has no power in this case. It is used simply to transmit the power from lever number one to lever number three. Lever number four on the other hand, has a multiplication of 5, the same as lever number one. Now the total lifting power of these levers is 5, multiplied by 2, the power of lever number 3, and this again multiplied by 5, the power of lever number four, equals 50.

As you can see, all levers and their connections must be level and plumb, for the power lines of all these bearings coincide with the plumb line. It is plain, then, that it is imperatively essential that all connections of a scale be plumb, as an error in the plumb line would make a corresponding error in the power line, decreasing or increasing the multiplication of a lever, as the case may be.

Now for my suggestions on the care of scales: To begin with, we will assume that your scale has been properly installed, covered or housed and carefully inspected and tested, and that it is correct and in good working order. It is therefore up to you, in a very large measure to keep it so.

SUGGESTIONS.

"One can tell by the general appearance of a scale whether or not the weigher is a careful and painstaking man."—H. A. Foss.

1. Go over your scale very carefully each morning before doing any weighing to be certain that the platform, or the hopper, as the case may be, as well as the mechanism of the scale, are free from binds.

2. Examine your scale pit each day to see that it is clean and keep it so. If the pit has not a proper drain, install one at the earliest possible moment. The less moisture in your scale pit, the longer your scale will last.

3. Clean the notches of your scale beam and keep them clean.

4. Do not allow your hanger-weights to be used for any other purpose than that of weighing.

5. See that your scale is balanced before weighing.

6. Be sure to observe the action of the beam of your scale, especially when weighing a load. See how much it takes to turn the beam. This is imperative in order to know that your scale is working freely.

7. Examine the spout leading from your hopper scale when there is a load in the scale, to be certain that everything is clear; if an independent spout, see that there is plenty of clear space between the spout and the scale hopper, otherwise a binding or resting may occur when the scale is loaded.

8. Frequently assure yourself that your garner and scale slides do not leak.

9. Try the canvas on your scale hoppers from time to time to assure yourself that it is free.

10. If your hopper scale is located in a bin, examine from time to time the hopper all around, when it is loaded, to be sure it is clear.

11. Do not fail to make a daily examination of the dead-rail rods on your track scale, especially when a loaded car is on the scale. Sometimes these dead-rail rods cause trouble by binding against the scale platform.

12. Examine the ends of the rails on track scale platforms after the car is set for weighing to see that they are clear of the outside frame.

13. Never overlook an opportunity to make a test from end to end on your track scale to see if there is any variation between the different sections.

14. Do not fail to examine the clearance around the fifth lever truss-rod of your track scale each day. This is the lowest point of a track scale; therefore is more likely to be obstructed by dirt or foreign matter in the scale-pit.

15. Do not allow engines to run on the rails of your track scale.

16. Do not overload your scale.

17. Do not monkey with the adjusting irons of your scale, or allow anyone else to do so.

H. L. Strong, of Conway Springs, Kan., made an address on the subject, "Telephone Rates excessive."

J. A. Pribble moved that a committee be appointed to confer with the Bell Telephone Company, of Kansas, in regard to fairer rates. The motion carried and the chair appointed on this committee H. L. Strong, J. A. Pribble and Edw. Kelly.

SECRETARY'S REPORT.

Secretary Smiley then read his annual report, as follows:

Herewith I beg to submit report as your Secretary for the past year. I have endeavored to make this report as brief as possible and cover the important happenings of the year.

NEBRASKA MEMBERS.

At the time of our last annual meeting, a number of Nebraska grain dealers were present and were apparently favorably impressed with the work accomplished by the Association, as they requested that an effort be made to organize the part of Nebraska, known as the South Platte country, and if successful make it a part of the Kansas Association. In compliance with their request, and with the consent of our board of directors, meetings were called at Fairbury, Hastings and Auburn, Nebr., which were well attended; and it was the consensus of opinion that in order to improve conditions, organization was necessary. It was freely admitted that the interests of the Kansas and Southern

Nebraska dealers were identical, as they have the same markets; and as two main lines of railroad run parallel, across both states, closer relations and better understanding were necessary between the dealers on these two lines of road. A number of local meetings have been held in Nebraska; and as a result of these meetings, we now have seventy-five individuals and firms operating in Nebraska, members of our Association. It is my opinion that when the Nebraska dealers become more familiar with the objects of the Association and the benefits to be derived, they will gladly give the Association their moral and financial support. A number of Nebraska dealers are present at this time and will doubtless express their views as to the advisability of the following suggestions.

We believe that our Constitution and By-Laws should be amended to permit of representatives from Nebraska being placed on our board of directors. I would suggest, first that Section 1, Article 1, of our Constitution be amended to read: "This shall be a voluntary Association and known as the Interstate Grain Dealers' Association."

Second, I would further recommend that Section 1, Article 5, be amended to read as follows: "The officers of this Association shall consist of a president, vice president, secretary, treasurer and six other members of the Association, four to be elected from Kansas and two from Nebraska." This would give the Nebraska dealers equal representation on the board of directors according to territory. If this suggestion meets with the approval of those present, it should be submitted to a vote at this session.

SCALE INSPECTION.

Shall this Association employ one or more scale inspectors for the purpose of having them inspect the wagon and house scales of country dealers? Many scales in use at country points do not receive proper attention from their owners will not admit of a doubt. There are dealers who conclude that as their scales were weighing correctly last year, that it must be weighing correctly now. An inspection of scales by competent scale inspectors once or twice a year would remove any reasonable doubt as to the correctness of such scales. But the important question is whether such a department could be made self-supporting and whether the dealers receiving the service would be willing to pay the actual cost of same remains to be known.

Some of the carriers have the past year refused to entertain claims for alleged loss in transit unless it could be shown that the scales over which the grain had been weighed prior to shipment had been tested and found weighing correctly within a year before such shipments were made. I have no means of knowing what the cost of such inspection would be, and have requested Mr. Wells to advise us on this subject during the convention and after hearing him, you might decide to give it a trial. I have no doubt but what some plan can be worked out to cover the expense.

GRAIN INSPECTION.

From the reports received during the last season, we are forced to the conclusion that the Kansas Grain Inspection Department has failed to render the service expected of it, and instead of an improvement under new management, the service is less satisfactory now than at any time since the inspection was created. We contend that a great injustice is being done to the shippers to this market. We have filed numerous complaints about the lack of proper and efficient service by the Kansas department without any results. It goes without saying that regardless of how good the Kansas wheat may be, with the Kansas Inspection certificate of No. 4, it will not go in competition with grain of like kind from other markets carrying grade of No. 3. This causes the shippers and producers of Kansas many thousands of dollars loss and will cost them much more if persisted in by the Kansas department. In addition to this, there is the arbitrary charge for inspecting grain a second time, going into public elevators, which is an imposition, as the buyer of the grain will not accept it if not equal to the grade by which it was purchased. This is an added expense that is of no benefit to the buyer, the state of Kansas or anyone, but imposes an additional charge on producers and shippers on grain going into the state of Kansas for unloading. We are of the opinion that the



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system employed by the Kansas Grain Inspection Department is largely responsible for these conditions.

We are reliably informed that Chicago and Minneapolis, two of the largest grain markets in the world, have little trouble with inspection since adopting office inspection. As long as inspectors are compelled to go from car to car in the railroad yards, while subjected to the many varying weather conditions of heat, cold, rain and snow, to examine the contents of each car by them found containing grain, such examination to be made hastily, how can we expect competent service? A track inspector being isolated from other inspectors and working

matter of a short time until all country interests will be working in harmony, as they are commencing to realize that if they hope to succeed they must do this. In most instances they now realize that a community is like a family and that every member of it must make some concession to promote the spirit of harmony and the more harmony the more money each will make.

TERMINAL DOCKAGE.

This question of dockage has been up for discussion at every annual meeting of the Association for the past thirteen years, but has been finally settled by the recent decision of the Supreme Court of the

believe the operating department of this line would improve its equipment and pay promptly all claims presented having merit.

We have had a bill prepared and introduced in the Kansas Legislature, making any common carrier receiving property for transportation from one point in the state to another point in the state liable to the owner for loss or damage regardless of the connecting line or lines over which the shipment must pass to reach destination, and for failure or neglect refuse to pay any liability within sixty days after demand is made the carrier shall be liable to the owner for such property, with a reasonable attorney's fee to be fixed by the court and recovered as a part of the judgment in any action brought. If this bill is enacted into law, more of the shippers will demand their rights.

LOCAL MEETINGS.

Local meetings have been held throughout the state and Southern Nebraska during the past season and with two exceptions have been well attended. We believe these local meetings necessary and, in fact, do not believe that an organization of this kind can be maintained without holding such meetings, as we bring those that are in direct competition with one another together and dispel the idea one may have, that his competitor is the black sheep of the business community, as he may find that his competitor thinks the same of him.

TRACK BUYERS.

The migratory track buyer has been in evidence the past season at a number of stations in Kansas and Nebraska, but owing to the trend of the markets, few if any of them handled any quantity of grain. As of yore, these fellows put in an appearance immediately after harvest, when there is a free movement of grain, and as soon as the rush is over depart to await another harvest season. These pirates could not do business unless encouraged by firms holding membership on the different boards of trade. In the future we will make known to our members the names of firms that handle this class of business. We do not believe any firm can be compelled to pay shipper's draft, even if bill of lading is attached. Individuals and firms engaged in any other line of business are quick to resent interference with their business, and most incorporated towns have ordinances compelling migratory merchants to pay a license to dispose of their wares.

BAD ORDER CARS.

According to report furnished by J. G. Goodwin of the Kansas City Board of Trade weight department, there was handled under his supervision, 59,255 cars of grain during the year 1910. Leaks classified as follows: 5,451 were found to be leaking at side; 5,947 leaking at end; 344 through the floor; at king bolt, 59; at door post, 1,327; through grain door, 1,308; end windows, 333; at draw bar, 552; at corner, 855. The total number of cars reported leaking was 61,176 out of total of 59,255 received, or 27 per cent.

You will note that 1,308 cars were reported leaking through grain doors. During the year 1909 there were reported 1,808 cars out of total of 50,703 handled by the same department leaking through grain doors. This shows considerable improvement in coöpering over the previous year. There is no doubt that practically all of the carriers are to blame for these losses, as during the rush season they will use old cars that are unfit for carrying bulk grain. At one station on the Rock Island Line



C. F. PROUTY, R. E. COX, P. S. GOODMAN, G. A. LYMAN.

alone must necessarily depend upon his individual judgment and in a sense is a law unto himself. The chief grain inspector, under the present system, seldom has the opportunity of personally reviewing the work of his deputies; and when complaints are filed, he has no means of knowing to a certainty whether the inspector is at fault or the complainant. Where office inspection is established all of the samples taken by the samplers from the cars are taken to a main office and are immediately taken in charge by the inspectors. The bags containing them are placed upon a shelf attached to each inspector's table. They are then emptied one at a time into a grain pan and immediately inspected and graded. In case it is what is termed a "line car"; that is to say, a car so nearly on the dividing line between any two particular grades that the inspector hesitates or is in doubt at the grade to which it is entitled, he calls on the chief grain inspector, or the supervising inspector, who is always present, and their combined judgment determines the grade.

We have had a bill drawn and introduced in both branches of the Kansas Legislature providing for office inspection and the appointment of the chief grain inspector and deputy inspectors by a grain commission composed of one farmer, actually engaged in farming, one miller, actually engaged in milling, and one elevator owner, actually engaged in the handling of grain. Under the present law, the Governor appoints the chief inspector and deputies. This bill further provides that applicants for the position of chief or deputy grain inspectors must pass an examination before the Grain Commission as to their qualifications to correctly determine the quality of grain. Should such a law be enacted, it would tend to divorce the inspection department from petty politics, as the Governor could not pay political debts on this way at the expense of the producer and shipper. A copy of this bill was mailed to all of our Kansas members, with the request, that if same met with their approval, to immediately ask the support of his representative.

A bill has been introduced known as the administration bill, which provides for an advance in the fees for weighing and inspection. The bill further provides that the fee for inspecting and weighing shall be one cent per thousand and as the average capacity car at this time is eighty thousand pounds, the average charge for inspection, and weighing would be \$1.60 per car. Nor is this all. The bill further provides that when duplicate certificates are ordered there shall be a charge of ten cents; moisture test, fifty cents; extra samples, twenty-five cents; and re-inspection, fifty cents. The inspection department estimates the cost of maintaining a department to be \$58,920 per annum, and as the deficit for the last fiscal year was only \$9,922, we can see no valid reason for such a radical increase in fees. The question of competent grain inspection must be solved by the shippers and receivers as the politicians will never do it.

FARMER ELEVATOR COMPANIES.

The prejudice of the farmer elevator companies towards our Association is fast dying out, as evidenced by the fact that over sixty of them are now members of our Association and their managers and officers attend our local and annual meetings and take part in the proceedings. In some instances, when I have called on their managers, they still cling to the idea that our organization is detrimental to their interests; but when pressed for a reason, they are unable to assign one. We think it only a

United States. This means a saving to the shippers to this market approximating \$70,000 per annum.

DESTINATION TERMS.

During the past year, we have urged our members to insist on knowing the destination of shipments before confirming same. Several of our members have had experience along this line the past season that they are not likely to forget. Their shipments were forwarded to Texas and points in the Southeast and weighed out over wagon scales in small lots, falling short of shipper's weights. Having confirmed sales, destination weights, their only recourse was against the carrier, and as no report was made of the physical condition of the car on arrival, the carriers were slow in entertaining claims. It is your right to know before accepting bids where and how your grain will be weighed, and if the purchaser cannot give you the destination and guarantee official weights, you had better accept less money and refuse to confirm the sale.

RAILROAD CLAIMS.

With the exception of one line, the carriers operating in Kansas and Southern Nebraska have shown



H. D. WILSON, S. J. THOMPSON, W. C. BROWN.

a disposition to recognize and pay all claims for loss in transit where accompanied by evidence that loss actually occurred. The line referred to is the Union Pacific. Several suits have been brought against this company and without a single exception, as far as we know, judgment has been obtained and paid, including costs. They appear to work on the theory that only a small proportion of the shippers have the nerve to commence suit and they had better pay the costs in the few suits instituted than pay claims presented even if they have merit. If all shippers sustaining loss would promptly bring suit in a justice court, when claims are refused, we

the past season I noticed three cars set on a siding for loading wheat that were utterly unfit for this purpose; but as the elevator man was anxious to get his wheat out to apply on certain contract, he spent eight hours' time in repairing, and when repaired and loaded to capacity, he found the cars leaking at the siding while still standing on the track. Shippers should refuse to load these bad order cars; but if they will do it, they should insist on the notation appearing on the bill of lading, "unfit for loading." Mr. F. C. Naegly has advised me that the Santa Fe has been conducting a thorough campaign among all shippers of bulk grain

and all its local freight agents at bulk grain loading stations, to get thorough and practical inspection of the inside and outside of cars and proper cooping of the same before being loaded with bulk grain. They have also inaugurated a very active campaign looking to the furnishing of trustworthy cars at bulk grain loading points. Every grain shipper located on the Santa Fe has been urged to avoid the loading of any car that is not suitably coopered. If other lines operating in Kansas and Nebraska would adopt this policy there would be fewer cars arriving at destination leaking.

PAYMENT OF DUES.

During the past year the cost of collecting delinquent dues by sight draft amounted to \$51.85. This is a needless expense to the Association and would have been saved if our members had sent check instead of compelling us to make collection by draft. Section 3, Article 4, of our By-Laws provide that where a member fails to pay dues within thirty days of the date of notice, the Secretary shall make sight draft. Section 2, Article 7, of our Constitution, provides that dues shall be paid quarterly. I would recommend that this section be amended to read: "The dues for this Association shall be \$12 per annum, paid semi-annually. I make this recommendation, believing it will mean a saving of \$25 to \$30 per annum to the Association and will be more satisfactory to our members.

In conclusion, I wish to thank the members of this Association for their support and the many courtesies shown me during the past year. While every grain dealer in Kansas and Southern Nebraska receives the benefit of the work of the Association, there are still a number who are not contributing to our support; but we hope by the assistance of our loyal members to eventually have every grain dealer in Kansas and Southern Nebraska a loyal member of the organization. Then, we will be in a better position than ever before to show to the world that in union there is strength.

STATEMENT FOR THE YEAR 1910.

Balance January 1, 1910.....	\$ 403.57
Cash received for membership.....	600.00
Cash received for dues.....	\$411,200.00
Less exchange.....	5,185.00
	4,060 15
Cash for advertising and directories.....	278.50
	\$5,342.22

DISBURSEMENTS.

Rent	\$ 122.50
Telephone	77.55
Taxes .....	.74
Postage	235.00
Telegraph	1.96
Office supplies.....	105.81
Printing	359.95
Dues to National Industrial League.....	20.00
Legal advice.....	7.50
Directors' expenses.....	41.60
Secretary's traveling expenses.....	646.10
Stenographer's salary.....	483.00
Secretary's salary.....	2,000.00
	\$4,701.71
Balance January 1, 1911.....	640.51
	\$5,342.22

D. R. Gordon, chief grain inspector of Kansas, made a short talk in defense of the proposed increase in rates of inspection and weighing. The present fees, he said, did not pay the cost of maintaining the departments.

Mr. Brown moved that the secretary's report be received and filed. Carried.

S. J. Thompson, reporting for the auditing committee, said they had found the financial statement to be correct, and the report was adopted.

J. A. Pribble of the arbitration committee reported on seven cases submitted. All had been decided save one, and that one remained under advisement. The report was accepted.

RESOLUTIONS.

W. C. Brown, chairman of the committee on resolutions gave their report which was adopted, as follows:

Whereas, The members of this Association feel the need of a better scale inspection; therefore, be it

Resolved, That we endorse the ideas brought out in the paper of Secretary Smiley, and recommend that they be put in operation by this Association as soon as practicable.

OFFICE INSPECTION.

Whereas, Office inspection of grain as practiced in Chicago, Minneapolis and other large markets has proven so very efficient and satisfactory; and

Whereas, We believe conditions in Kansas justify its adoption in this State; therefore, be it

Resolved, That we urge the Chief Inspector to adopt this practice, and perfect its organization before July 1, 1911. And we further recommend that all inspectors and their deputies be placed under Civil Service rules.

SEED.

Whereas, We believe the yield of grain per acre should be largely increased by the more careful selection of seed; and

Whereas, The country shipper would be benefited by this increased production; therefore, be it

Resolved, That we urge all dealers to encourage

the farmer, and give them all possible assistance in the selection and procuring of good seed grain.

THANKS FOR PAPERS.

Whereas, The success of this splendid meeting has been due in a large measure to the able and instructive papers delivered both by our members, and those from away; and

Whereas, These papers and addresses have necessarily taken both time and thought; be it

Resolved, That the thanks of this Association be extended to the persons preparing said papers.

THANKS TO BOARD OF TRADE.

Whereas, The Kansas City Board of Trade has again demonstrated its hospitality by the dinner and the entertainment given our members, thereby contributing to the success and pleasure of the meeting; be it

Resolved, The thanks of the Association be, and hereby are, extended to the Kansas City Board of Trade for its entertainment, and for the friendly spirit in which it was carried out; and

Resolved, That this resolution be sent to the Secretary of the Kansas City Board of Trade.

CROP IMPROVEMENT.

Resolved, That the Kansas Grain Dealers' Association hereby endorses the National movement for a larger yield of better grain and agree, both as an Association and as individual members, to co-



PAUL C. MILLER, E. J. SMILEY, M. J. YOUNG.

operate with the Crop Improvement Committee of the Council of North American Grain Exchanges in every way possible in fostering a better selection of seed, preparation of seed bed, relation of crops, and in a general introduction of better cultural methods.

WORK IN NEBRASKA.

Resolved, That the delegation present from the South Platte country of Nebraska, realizing the benefits derived through the work of the Kansas Grain Dealers' Association, through the persistent efforts of E. J. Smiley, the secretary, we believe that it would be to the interest of all grain dealers in the South Platte, Nebraska, territory, to join the Kansas Grain Dealers' Association. Realizing the benefits derived from the local meetings held in our territory by Mr. Smiley, we request him to continue them in the future, and we will accord him all the assistance in our power.

The election of officers followed and the names of R. C. Cox and W. C. Brown were placed in nomination. At the balloting which followed Mr. Cox received 27 votes and Mr. Brown 26. The re-election of Mr. Cox was then made unanimous.

W. C. Brown was elected vice-president and E. J. Smiley secretary.

The directors elected were S. J. Thompson, Holton; Perry W. Allen, Coffeyville; Ed Kelly, Wichita; M. S. Graham, Zurich; S. J. Owens, Hast-

ings, Neb.; E. B. Bossmeyer, Superior, Nebraska. The convention then adjourned *sine die*.

THE BANQUET.

Following their usual custom, the Kansas City Board of Trade entertained the Association at a banquet at the Coates House following the final session. A committee on arrangements, composed of J. L. Root, S. P. Hines, Wm. Murphy, Frank Barrett and D. L. Croysdale, had left nothing undone to make the occasion one worthy to be long remembered. The dinner was excellent and Toastmaster F. G. Crowell introduced the following speakers: W. F. McCullough, C. A. Wallingford, C. P. Neal, W. C. Brown, T. L. Hoffman, Wm. Murphy, W. S. Washer, C. M. Linn, J. L. Root, J. E. Hughes, Perry N. Allen, C. W. Wright, all of whom responded pleasantly.

DEALERS PRESENT.

The following dealers were in attendance:

Paul D. Miller, Russell; F. B. Bonebrake, Osage City; J. M. Black, Lebo; T. C. Wegener, Rock Creek; M. A. Miller, Anthony; M. Chamberlain, Beverly; D. W. Mowry, Gardner; W. M. Rundell, Enid, Okla.; H. L. Stover, Wichita; A. Pennock, Aurora; O. H. McNulty, Thayer; E. G. Taylor, Loup City; A. Wangamin, Vining; A. D. Blanchard, Manhattan; A. C. Johnson, Holdrege; C. D. Marshall, Clifton; G. A. Roberts, Omaha, Nebr.; M. S. Graham, Zurich; J. B. McClare, Fowler; M. Johnson, Funk, Nebr.; E. H. Cannon, Holdrege, Nebr.; W. R. Smith, Effingham; W. O. Wheeley, Weatherford, Okla.; J. E. Andrews, Carder; C. V. Topping, Oklahoma City; J. H. Stein, Hastings, Nebr.; W. H. Hastings, Wichita; L. Graham, Hastings, Nebr.; A. F. Roach, Englewood; S. J. Owens, Hastings, Nebr.; C. E. Hill, Hastings, Nebr.; E. May, Pauline, Nebr.; John McCleary, Pauline, Nebr.; D. C. Hauck, Fairbury, Nebr.; S. J. Thompson, Holton; W. H. Roark, Aurora; L. Cortelyou, Muscotah; T. A. Brenner, Hastings, Nebr.; John McStain, Hutchinson; J. H. Lynds, Whiteland; J. W. Burroughs, Plainville; J. M. Stowe, Alton; W. J. Kaull, Glen Elder; Wm. Bruce, Bertrand, Nebr.; Henry Heidick, Jansen, Nebr.; R. W. Dockstater, Cawker; P. J. Thiessen, Jensen, Nebr.; L. J. Woodhouse, Lancaster; J. Walter Hiler, Lincoln, Nebr.; M. J. Stoetzel, Roseland, Nebr.; J. Lee, Buchanan, Tex.; C. T. Fisher, Hudson; W. C. Peterson, Reserve; J. F. Denton, South Mound; R. A. Brark, Erie; L. P. Roberts, Omaha; E. M. Stull, Palco; C. H. Taylor, Curtis; T. E. Arpin, Damer; O. P. Ellis, Ellis, Nebr.; E. P. Hubbard, Juniata, Nebr.; J. A. Lane, Langdon and W. S. Yundt, Arlington; H. B. Dragan, Perry; A. J. Denton, Nebraska City; Edgar Johnson, Everett; Alfred Blaker, Pleasanton; L. Speltz, Prosser, Nebr.; John E. Hughes, Culver; Paul L. Noble, Kinsley; S. R. Washer, Atchinson; G. M. Northrup, Platt City; J. W. Pinkerton, Clay Center; John Selk, Gladstone; W. O. Woods, Liberal; C. H. Meyer, Plymouth, Nebr.; J. M. Decker, Concordia; L. B. Koenig, Harbine, Nebr.; J. Nicholson, Topeka; C. E. Curran, Concordia; C. W. Wright, Wichita; W. P. Klesen, Dodge City; J. E. Mackey, Cameron; C. D. Kennear, Powhattan; Frank Montgomery, Stockton; M. C. Bruce, St. Joe; Bert Harnett, Palmer; M. Jackman, Wichita; A. R. Sheldon, Seneca; E. G. Roll, Ft. Worth, Tex.; J. A. Pribble, Salina; Rollie Watson, Alton, Ill.; T. A. Derbey, Sabetha; H. Work, Ellsworth; Geo. B. Harper, Silver Lake; S. P. Yeatman, Glenville, Nebr.; John Oltmans, Glenville, Nebr.; James Robinson, Potter; J. C. McKnight, Olathe; Asher Adams, Osage City; Ed Kelly, Wichita; Perry W. Allen, Coffeyville; E. C. Waldo, Ellis; John C. Daves, Winfield; John Hayes, Winfield; J. R. Demmitt, Grensla; R. H. Behan, Park; G. W. Lawrence, Larned; W. S. Prather, Garfield; Geo. Bissell, Central City; Percy White, Frizell; D. W. Becker, Meridan; John Rawlins, Winfield; W. H. Smith, Hutchinson; G. A. Andrews, Scottville; L. W. Sage, Julian, Nebr.; J. J. Kohlman, Bonita; A. C. Smith, Morse; J. H. Strawn, Berwick; Chas. Cooper, Pratt; Fred Washer, Rexford; E. N. Bailey, Baileyville; W. E. Clark, Sawyer; Jno. McManis, Goffs; A. M. Anderson, Norman, Nebr.; C. E. Sheldon, Horton; E. G. Spaulding, Burlingame; E. M. Blue, Protection; H. L. Strong, Conway Springs; G. A. Talbert, Conway Springs; J. H. Simpson, Fredonia; Rich L. Hull, Pittsburg.

Those representing the machinery interests were George Burrell, of Burrell Engineering & Construction Co., Chicago; C. McNulty and W. P. Buchan, with Richardson Scale Co., New York; L. W. Witt, with Great Western Mfg. Co., Leavenworth, Kan.; M. J. Young, with Philip Smith Mfg. Co., Sidney, Ohio; R. B. Taliaferro, with Fairbanks, Morse & Co., Chicago.

THE NEW ORLEANS EXCURSION.

On the conclusion of the banquet a party of excursionists, composed of members of the Association, filling three Pullman cars, started for New Orleans to see the Mardi Gras festivities. The return trip was made via Vicksburg, Memphis and St. Louis, spending a day in each city.

"FARMERS FRIEND."

A feed grinder of unusual versatility, which will grind any material that grows on the land,—hay, straw, grain, peas, beans, sugar cane, pea vines, etc., or any other materials that enter into feeds or feed meals—is shown in the accompanying picture. The machine is called the "Farmers Friend" and is built and sold by The Williams Patent Crusher and Pulverizer Co., of St. Louis, Milton J. Williams, general sales agent, Old Colony Building, Chicago.

The machine in question calls for a floor space of 5x14 feet, and 12 to 25 horsepower, according to materials being reduced, the capacity in output of the machine being governed by the same condition. The construction is that of the Williams Pulverizers in general, the hammer principle being used. It is self-contained; the hammers, or beaters, are loosely jointed, upon the order of the old-fashioned flail for threshing grain. This principle will stand more punishment than any known, on account of the flexibility of the beaters. The coarseness and fineness of the grinding is regulated by the opening in the grinding screens, called by us cages, which

tion, strong, easily cared for, and durable. More than 1,700 machines built on the Williams principle are now in use in nearly every state of the United States and in over thirty foreign countries. The manufacturers at St. Louis or Mr. Williams at Chicago will be glad to give further information.

ELEVATOR QUESTION IN SASKATCHEWAN.

The "elevator" question has been under debate in the Saskatchewan legislature at Regina for several weeks, the struggle being between the government, who have proposed a bill on the lines of the Elevator Commission's report favoring a co-operative company to be controlled by the grain growers and financed by the provincial treasury, and the opposition, who ask for straight government ownership as in Manitoba.

The government's proposition is substantially this: The executive body of the Saskatchewan Grain Growers' Association is created a "body corporate and politic," to be known as "The Grain Growers' Elevator Co., of Saskatchewan," to whom the government shall be authorized to loan not to exceed 85 per cent of the cost of each elevator purchased or constructed by said company, and to make a cash grant to cover the expenses incurred in organizing the company, or the local shareholders,

year, the Company may at its discretion pay out of such surplus to each shareholder a dividend of not more than 6 per cent.

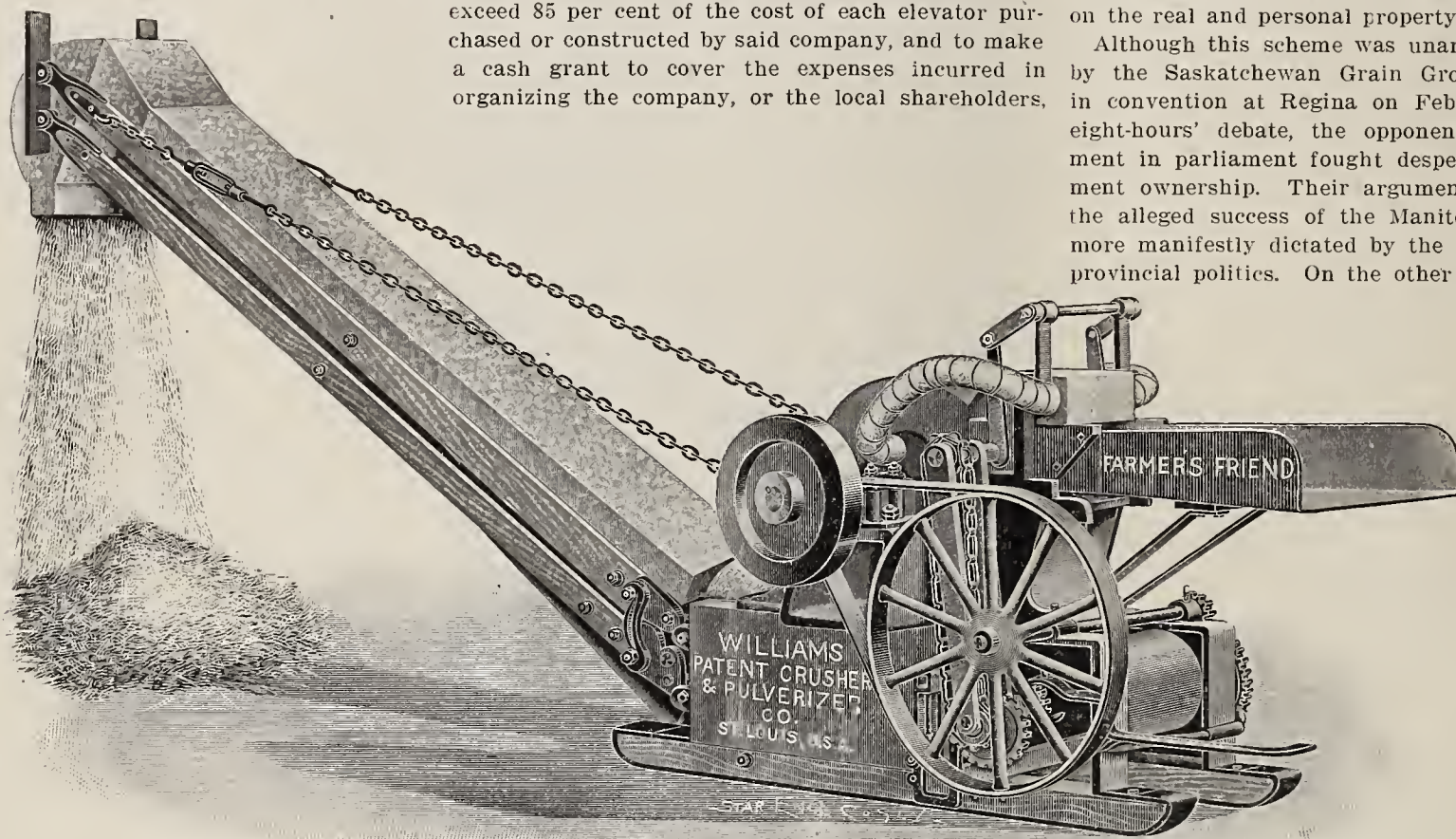
(3) In case after all dividends are paid as aforesaid there still remains a balance on hand, the Company may at its discretion distribute to the shareholders of the Company such sums as may be fixed by the Company, but not exceeding 50 per cent of such balance, and such distribution shall be made on a co-operative basis, each shareholder being entitled to receive such sum hereunder as shall be fairly and equitably proportionate to the volume of business which he has brought to the Company.

(4) Should there remain a surplus on hand after all payments and disbursements are made as provided in the next preceding subsection of this section, such surplus shall be set apart in a separate account to be styled "The Elevator Reserve Fund" which fund shall be drawn upon by the Company only in case the receipts of the Company are not sufficient in any year to pay operating and maintenance expenditures.

These provisions for the payment of dividends, the distribution of surplus monies and the creation of a reserve fund shall not be put into effect unless and until all monies then due and payable to the government under this act have been paid.

The loan by the government is required to be paid in twenty equal annual installments with interest, the principal sum to be secured by mortgage on the real and personal property of the local.

Although this scheme was unanimously endorsed by the Saskatchewan Grain Growers' Association in convention at Regina on February 8, after an eight-hours' debate, the opponents of the government in parliament fought desperately for government ownership. Their arguments were based on the alleged success of the Manitoba law but were more manifestly dictated by the pure buncombe of provincial politics. On the other hand, the govern-



FARMERS FRIEND BUILT BY WILLIAMS PATENT CRUSHER AND PULVERIZER CO., ST. LOUIS, MO.

are made in various styles to meet requirements and which when worn out can be pulled out and another perforated sheet inserted. These are always carried in stock by the manufacturers. The machine is further supplied with a feed hopper upon the order of an old fashioned cutting box. The feed is drawn into the machine by feed rolls, and the product ground by the beaters, first against the breaker plate or cutting knife, and secondly, against the grinding cage or screen. The ground product falls upon a carrying belt underneath the machine, this carrying belt being also an elevator which carries the product either into a pile or a wagon bed or upon the floor if desired.

The machine is mounted upon runners like a sled, and so, if desired, can be hauled with one, two or three horses from one farm to another, or one place to another, or it can be transported any distance along the public road by using a low wheeled truck, made for the purpose for long distance hauling, or it can be easily loaded upon an ordinary farm wagon if desired.

It is a peculiar feature, and an important one, too, that while the "Farmers Friend" is unexcelled as a feed grinder, it can be used, by slight changes and adjustment of furnished parts, as an ensilage cutter, or for grinding and splitting bones, reducing chicken feeds and grit, pulverizing fertilizer limestone, and so on. It is simple in construc-

who support an elevator at any point in the province.

The head office of the Company shall be at Regina; the capital stock shall be fixed and adjusted from time to time by the Lieutenant-Governor in council; issued in \$50 shares, to be sold to agriculturists only, no one being allowed to hold more than ten shares and no assignments or transfers of shares to be permitted without the approval of the directors. There must be 25 locals organized before the Company may begin business, and no local may be established "unless it appears to the directors' satisfaction that the amount of shares held by the supporters of the proposed local are at least equal to the value of the proposed elevator, that 15 per cent of the amount of such shares have been paid up, and that the annual crop acreage of the said shareholders represents a proportion of not less than 2,000 acres for each 10,000 bushels of the elevator capacity asked for."

The local's books shall be audited annually in September for the year ended August 31. To regulate the disposition of the income of the locals, the bill provides as follows:

Out of the monies received by the company as a result of the operation of the elevators under its control there shall (1) be paid all charges for operation and maintenance including salaries.

(2) If after the said charges are paid there remains a surplus on hand at the end of the financial

ment speakers, more especially Hon. A. P. McNab, minister of municipal affairs, rather riddled the contention that the Manitoba law of public ownership had been a success. The minister on this point, among other things, said that if the Elevator Commission of Manitoba had bought the elevators they had bought on private and not on government account "there would have been saved to the people of Manitoba at least \$1,500 on every elevator which had been bought by that government. Many of those elevators were bought at initial cost. He had a list from the Winnipeg Telegram of 163 elevators bought, in which it was shown that nineteen elevators had been bought from the Dominion Elevator Co., of which the Manitoba Premier, Hon. R. P. Roblin, was one of the principal shareholders. Some of these nineteen elevators had been built for twenty or twenty-five years, and their average cost to the Manitoba government was \$5,662.10. If Mr. McCuaig had been the purchasing commissioner for a system such as the Saskatchewan government proposes the speaker was not afraid to say that he would have saved \$2,000 on every one of these elevators."

Mr. McNab said he had been seventeen years in the employ of a Manitoba Milling Company; he had been watching elevator conditions for several years, and he knew practically every elevator in Manitoba. The excuse offered for the failure of government

elevators in Manitoba was the crop failure in the southern part of the province. But in the northern part of Manitoba where they had a good crop, what had government elevators accomplished? In Hamiota there were five elevators. The government bought three, paying some \$20,000 for them, and immediately closed down two. The two mills in Hamiota did more business last year than they had done in five years, but the government elevator did not do a third of the business the private elevator did the year before. Elevators were bought indiscriminately, without regard to the fact that railroads were cutting into their territory. At Underhill, within sight of Hartney, the government of Manitoba had bought three elevators when it was well known that there was not business for one. In almost every place where one or two elevators would have sufficed the Government had bought as many as five, showing that their object was to obtain a monopoly.

Later on he said that he knew personally that at one point in Manitoba, within seven miles of which he lived, an elevator that was built twenty-one years ago for \$4,500 was sold for \$4,000; another that was erected seventeen years ago for \$5,500 was sold for \$5,600, and another constructed fifteen years ago for \$5,200 was sold for \$5,000. In addition to other disadvantages of the Manitoba system, it was saddled with annual salaries to the commissioners of \$20,000, which would be sufficient to maintain quite a large staff of clerks or pay a great deal of the expense of organization.

On the other hand, Mr. McNab contended for the Saskatchewan proposition that the bill's provision for linking the elevators under one management was one of the strongest points of the scheme. At one point, owing to the failure of crops or for other reasons, the elevator might not make money; at another there would be a surplus. This was how the line elevator companies worked; and the fact that the farmers' elevators were financially distinct and isolated showed what was wrong with them. There might be four private elevators against one farmers' elevator at one point; and the private concerns made it their aim to put the farmers' elevator out of business. Under the system proposed this could not be done, because in a few years they would have elevators all over the province, perhaps at every point.

The Saskatchewan scheme contemplates competition with the existing line companies. The locals would manage their own affairs as to managers, etc., while the central directors, in order to form a strong company, for competitive reasons, must have an effective hand in the management or they could not compete with the other line companies, and the centralized power would not be greater than would be required to assure the success of the system.

Mr. McNab thought also that unless large grain-selling powers were given to the elevator companies they could not attain much success. The provincial company should have a salaried agent on the Grain Exchange at Winnipeg to do all their selling. By so doing they would get advantage of all the premiums. Commission selling was a purely mechanical process, yet they found the commission firms in Winnipeg divided up the profits, and he made bold to say that if they were not getting practically all the premiums, so many offices could not exist. He did not wish to say anything extreme about the present condition of things, but he was anxious to see the system meet with success, and he believed that a regulation might be brought in by which, upon the parties who sent grain through the elevators putting up sufficient guarantees, they should be allowed to sell grain ahead in the fall, and that when a sale was made ahead in that way, the cars that first passed inspection should be the cars to be appropriated to these sales. He wished to leave the new system under no disadvantage in competing with the other line elevators.

The C. P. Ry., connecting Montreal with Georgian Bay will be completed to handle the harvest of this year. The Georgian Bay terminal will be at Victoria Harbor, where a 2,000,000-bu. unit of a 12,000,000-bu. elevator is now completed.

BARNARD'S EMPLOYEES' BELT ELEVATOR.

The value and virtues of an employee's elevator are so well known that any enumeration of them seems superfluous. Every elevator of fair size can profitably install one. It makes easy the long, tedious climb to the cupola, saves time and exertion, and is therefore not an expense, but a profitable investment.

Barnard's Employees' Belt Elevator, shown herewith, has been in use for a number of years and has proved its efficiency. Its use is not limited to human freight, it can carry grain in bags from one floor to another as well. The machine consists of a heavy endless belt to which are fastened at proper intervals steps large enough to carry a man. The belt runs over heavy pulleys at top and bottom of the mill and is guided by means of a substantial frame connecting the head and foot pulleys. At convenient distances above the steps handles are provided for hand holds.

The elevator runs at a moderate speed whenever



BARNARD'S EMPLOYEES' BELT ELEVATOR.

the mill is in operation and anyone can step on or off without difficulty. Persons can be going up or down at the same time, the ascending and descending stations being entirely separate, so that no confusion results. The elevator is driven from the top pulley by means of worm and gear and therefore cannot run away or backward. This gear and worm run in oil and are completely enclosed in a metal housing.

The machine can be stopped at any time by persons on the ascending or descending sides by pulling either of two ropes which run from top to bottom of elevator and which shift the driving belt to the loose pulley. This elevator requires very little power to run, a 5-inch belt being all that is necessary. For further particulars of the Barnard's Employees' Belt Elevator readers are invited to address the makers, the Barnard & Leas Manufacturing Company, Moline, Ill.

Reciprocity will throw the grain-carrying trade of the western country into the hands of the United States Railways and it will affect the Winnipeg market as a grain market, for the bulk of the western grain will be diverted south to Minneapolis and Duluth, and it will not improve the price any

to the Manitoba farmer, because there will still be a large surplus for export, and the export price will remain the same. It has already had the effect of lowering the prices in Chicago and Minneapolis, even since the treaty was announced. The lake carrying trade will be hurt because the great bulk of the export trade will go to Duluth instead of to Port Arthur, and for this reason it will have the option of going to American mills or to export. The American boats have the advantage over Canadian boats in that they can take wheat from Duluth to American ports, which Canadian boats are not permitted to do, and at the same time these American boats can deliver their cargoes from Port Arthur to Buffalo in competition with our boats.—Wm. Martin, Winnipeg, in *Montreal Star*.

GRADING SOUTH AFRICAN CORN.

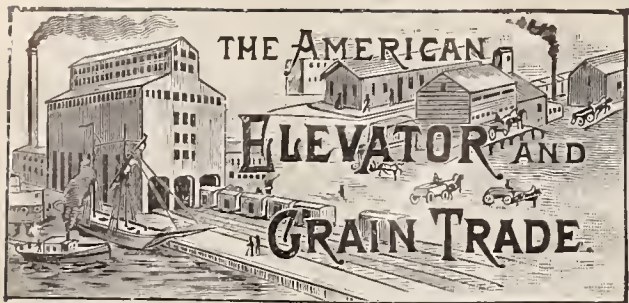
The new federation of colonies in South Africa, known as the Union of South Africa, seems to have achieved democratic habits at a bound; for in the appointment of a grain inspector the too frequent American habit of appointing persons without expert knowledge of their duties was followed, both the appointee and his assistant being unfamiliar with grain.

It being apparent that the exportation of Indian corn (maize: locally, "mealies") would be a permanent feature of the commerce of the Union, the government was asked to appoint a chief grader in order to prevent the irregularities in quality that have been experienced in the past by receivers abroad; and a gentleman fully qualified for such responsibilities was recommended to the appointing power by the Liverpool Corn Trade Association. The recommendation was, however, disregarded, and a chief grader and an assistant have been appointed, neither of whom has had any experience in the grain trade, although both have held minor government offices in the past. The general public takes no special interest in the matter, of course; but those in the trade feel injured; and an East London newspaper in speaking of the episode says: "If the intrinsic value of South African maize today, for example, be eight shillings per bag, but, owing to want of confidence in South African certificates, European buyers discount them to such an extent that it is only possible to get (say) seven shillings per bag, the loss falls on the farmer; and when the quantity exported runs into hundreds of thousands of bags, the aggregate loss to the country is very considerable."

The government, having assumed control of the inspectors, at least of export grain, has promulgated a set of rules for grading maize, that will prevent the free exportation of wet, unripe, weevily or musty grain. When corn is dried that fact must be stated on the inspector's certificate. Weevily grain is accepted for movement to the wharf by the Railway Administration and may be exported when endorsed "weevily," but when in store awaiting shipment it must be held separate from sound grain and it cannot be shipped in the same hold of a vessel as clean grain, while, all extra expenses of the shipment and damages on account of weevil shall be paid by the consignor at the out-port and by the consignee at the port of arrival. Rejected grain must be removed from the wharf sheds within four days of after inspection (damp grain may be dried), except that it may be stored and sold locally on payment of the domestic in place of the export railway rates. Unripe and musty grain may not be exported under any circumstances. At present exporters are permitted to use 2¼-lb. bags, but after July 1, 1911, only 2½-lb., "A" quality, twill bags will be passed by the inspector.

At Cape Town, which has begun to export some corn, most of which has gone abroad from the east coast ports, the exporters have been urging the government to erect wharf warehouses for export grain; but the petition has been denied on the ground that the trade is not yet large enough to warrant the expense.

It is rumored that the "Soo Line" will build from Copwell to Valley City, N. D.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, MARCH 15, 1911.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

STILL COMPLAINING OF THE TESTER.

The Illinois Warehouse Commission added one-quarter of one per cent to the permissible moisture in No. 3 corn, yet shippers are no happier than they were before they obtained that concession. They never will be entirely content with 19.25 or any other limitation, because there will always be corn that will cross the line by a small fraction of a per cent, and miss grade. And so it is no matter of surprise that the farmers who have become grain dealers have joined other dealers in condemning the "moisture test"—or is it the tester?

We believe all the objectors to the moisture test, as conducted by the existing inspection departments, are advocates of "national inspection." The Illinois farmers, in fact, have repeatedly demanded it by resolution. Is it possible they imagine the Government would be more liberal than the Illinois Warehouse Commission in this respect, or that the tester would be more exact if the label on it were changed to read "National" instead of "State"? Prosecutions under the pure food act do not throw out any such hope. But suppose it were so, the moisture is in the corn and its quantity is a determining factor in fixing the value of the corn. It would seem that thinking men, engaged in the occupation of handling a great crop, like that of the American corn fields, would recognize this stubborn fact and understand that no matter what grading rules are made, no matter what inspection laws are made, neither the rules nor the laws will avail to change the fact that water in corn is water and not corn and that consumers of corn will not pay the price of corn for excessive water. Any elevation of the grade rule without corresponding betterment of actual quality will at best but temporarily raise

the price, while a lowering of the grade by rule and in actual quality of the grain will most assuredly lower the general average price of the grade and of the crop because the price will never be greater than the value of the average quality and a lowering of the quality (increasing moisture) lowers that average. Moreover, easy grading encourages and tends to perpetuate the lower price, which is always easier to get than a high one, even for good grain. It is only the occasional country buyer who long persists in paying the three price for worse grain and then gets mad because other men, consumers particularly, refuse to do likewise.

EFFECT OF THE PURE FOOD LAW.

This paper has had occasion before this to remark that the pure food act is becoming an effective substitute, where it is, perhaps, most needed, for a National grain inspection act. Indeed, it amounts to that now. There are reported in this issue, no less than three cases against two sets of defendants, both of whom managed to ship grain (oats and wheat) that had been duly "inspected out," but which came to grief when the pure food inspectors, at the instance of disappointed buyers, "analyzed" samples of the shipments and found them "doped" within the letter of the pure food act. Of course, in interstate traffic the pure food act ranks the state inspection laws and assuredly any exchange inspection rules that have no statutory sanction.

Now, the "Uniform Grade Rules" are sufficiently "true to type" to carry grain in interstate traffic, if those Rules are lived up to; and we believe, that the state pure food inspectors, in the South more particularly, have substantially agreed to pass grain so graded as satisfactory and properly "branded" when the standards as defined by the Rules are lived up to by the official inspectors, but not otherwise. We are justified, therefore, in saying that the record of prosecutions thus far recorded, that have been based on the pure food act, is ample notice to shippers, if not to all inspectors and exchanges making rules to "fit their own markets," that hereafter the inspection of grain in interstate commerce must be more exact and true to rule, however such inspection may disappoint or discommode the sophisticators of grain. The fact is that sophistication has become so unpopular that it is going to be unprofitable; because consumers are beginning to know where to go for redress.

STORING IN COUNTRY HOUSES.

In Illinois the most careful elevator operators at country stations, and the farmers' elevator managers also, object to "storing." The practice followed to any considerable extent drives the operator into a gamble with his customer who forces a "put" on him as the price of handling his grain; or it compels him to a hedging trade in order to get the stuff off his hands in order to get the use of his house to handle his own regular business. Whether the practice should be made illegal as the Illinois farmers handling grain ask to have it made, is hardly a moot question. There is nothing illegitimate about it; and the American habit of multiply crimes, or misdemeanors, by statute is coming

to be an intolerable nuisance, and should be discouraged.

In Nebraska, on the other hand, the farmers want all elevators to be declared public elevators to which farmers may take their grain and (presumably) require the operators to accept it for storage and issue a warehouse receipt for it, that may be used as collateral. This is a request quite as objectionable as the Illinois farmers' demand. Few Nebraska country elevators are large enough to make such a law practicable; and the result would be the tying up of country houses with a congestion of grain in store, that might put them out of business as regards the daily business and service of a country elevator; for, of course, a warehouse receipt that a banker would accept as collateral would have to be a representative of grain actually and not constructively in store. The farmers who would not desire to store but to sell for shipment would, of course, suffer as much by loss of elevator service, in such case, as would the operator himself.

MR. YOAKUM ON DRONES.

Mr. Yoakum, chairman of the 'Frisco Lines, has been for some years busily preaching to Southwestern farmers the doctrine of "co-operation to eliminate the middleman." Mr. Yoakum's notion is that the middleman is a parasite and must be gotten rid of, and when gotten rid of his "keep" would be divided among the farmers.

We suppose this sort of *ad captandum* argument will go on until the end; Lincoln has told us that it is possible to fool some of the people all of the time. In the matter of "middleman," the farmer who does not sell all of his products personally to the consumers thereof is compelled to use a middleman; and all this talk of eliminating him is nonsense. In the process of distribution the middleman must be a factor or there can be no distribution. The farmers may organize stock companies to act as middlemen for themselves, but the question with them is not how to cut out the middleman, for that can't be done; but is it more profitable for us to act as our own middlemen or to employ other men in that line to act for us? They must take one horn of the dilemma or the other.

Now, sometimes it is profitable for farmers to act for themselves, and the profit in doing so comes in as dividends of a "co-operative" company—a stock company, in other words. Sometimes, as in the case reported on page 492, it is not profitable, simply because the expert middleman understands the business of distribution better than the farmers do and can do the work for the farmers more cheaply than they can do it for themselves.

Mr. Yoakum ought to know this. He knows he can handle the farmers' grain by rail better than the farmers could do it for themselves, even if he turn his road over to them to manage for themselves. Why doesn't Mr. Yoakum, then, talk sense to his patrons, as to other kinds of middlemen than himself? Tell farmers they can't get along without them; that some are fair and some are not; and that the only problems involved in the matter are (1) the difficulty farmers have in thinking other men than them-

selves are honest and (2) that when employing a middleman a farmer must take the trouble to pick out a man that is honest, and then trust him as other men do—both very difficult things for farmers to do.

ATTORNEYS' FEES.

It is proposed in Iowa that when a court of record enters judgment against a carrier in an action to collect a claim for loss or damage to grain in transit, the judgment shall include a reasonable sum to be paid plaintiff as his attorney's fee. The bill is not an unfair one. Too many railroads are like the U. P., which, as Secretary Smiley says, pays no claims made by grain dealers except upon judgments entered of record. This policy, no doubt, is profitable to the U. P. road, as only the few will prosecute a claim in a court of record, for obvious reasons. Nevertheless, it works a hardship on honest men whom the carriers damage by failures to deliver to consignees the grain committed to them for movement.

The carriers are able to protect themselves from imposition by requiring shippers to make proof of loss; this done, the shipper is entitled to payment for his loss. When this is arbitrarily refused or immoderately postponed, and the complainant is forced into court to recover, he is entitled to recoupment for the expense of employing counsel, when the arbitrary policy of the defendant carrier shall have made it necessary.

THE RATE CASE DECISIONS.

The decisions of the Commerce Commission in the "rate case" are very long and technical, but the gist of the matter is that the railroads are "requested" to withdraw the tariffs filed, involving an advance in rates; in other words, as Commissioner Prouty says: The railroads "have not sustained the burden which the statute casts upon them of justifying the proposed advance in rates, insofar as that justification depends upon the necessity for greater net revenue." So convincing is the decision, the railroads have decided not to take an appeal, but will set about "putting their houses" in order to increase their net revenue, as other business men do, by increasing their business by better service and by stopping the leaks of revenue through the expense account.

The decision is epochal, because it marks the beginning of an era of Government control of public utilities that is fundamental. The railroads must go on, but being no longer able to arbitrarily "pass down to the consumer" their burdens by increasing rates to adjust income to the exigencies of Wall Street financing of railroad properties and to extravagant systems of operation, the managers are brought face to face for the first time with the problems of really efficient management. Questioning the necessity for an increase of rates in the face of "the liberal return received by these defendants in the past ten years," it should be farther said, to quote from the decision, "that before any general advance can be permitted, it must appear with reasonable certainty that carriers have exercised proper economy in the purchase of their supplies, in the payment of their wages, and in the general conduct of their

business." In other words, the railroads must first try what effect on their net revenues will result from improved service and the elimination of the wholesale waste of materials and labor that has characterized railway operation, before they can hope to advance rates in general. There is nothing hostile in this; it is simply in line with good business and a broad-minded statesmanship that looks to the future welfare of the Nation, which must result from present legislation, as well as to the fancied needs of the moment, which can be achieved by what in the long run are better ways.

MIXING PROBLEM IN CANADA.

It is clear enough that the grain growers of the Canadian West are going after the mixing houses and the sophisticators of grain. The consideration for the hospitals that obtains on this side of the line, which contemplates, of course, some profit in mixing for the farmer who hauls the poor grain to market, has been set aside in the laudable, and, perhaps, business-like determination of the Western wheat grower that what he does market shall go to the consumer, wherever he may be, in the same condition that it left the farm. So long as Canada's grain remains reasonably free of foul seeds, the consumer at least will find no fault with this arrangement; but will the farmer be greatly benefited directly by this insistence on purity? It is doubtful; for when mixing is forbidden by law the buyer of grain from the farmer will buy it wholly on its merits—its quality—and the farmer will lose at least the cost of handling the grain worthless for milling purposes. But the system will both encourage good farming and force the farmer to clean his grain at home and feed the trash on his own place, as he should. Therein will be found the ultimate benefit to the country of the law. If the farmer will also burn the foul seeds or, at least, grind all this offal before feeding it, the weed nuisance also will be measurably mitigated; and weeds are already becoming a menace in parts of Canada.

INSTRUCTIONS TO LOADERS.

Weighmaster Foss of Chicago has done the trade one of his characteristic good turns by printing on a large sheet, on cloth-backed paper, so that it shall be strong and durable, a series of instructions for cooping and otherwise preparing cars for the shipment of grain. A number of pictures of cars, interiors and exteriors, to illustrate the instructions accompany the text in parallel columns. These instructions are intended to be posted on the premises where the men who prepare and load the cars can see them and become familiar with them. They are not particularly new in themselves; they are the Shippers' Guide in a new form; but this new form in which they are given to the trade is even more effective. It was Carlyle, we believe, who declared that man is as lazy a creature as he dare be. Sometimes one thinks, seeing the cars of grain that reach terminal elevators, that some grain men are even worse than that. At least, hereafter, no grain man who will take the pains to write Mr. Foss for one of these posters will be able to plead ignorance as to how and where to protect the grain

in a car against leaks; it will be up to him then to put the instructions to practical use. If he does that, it is safe to say his losses from that cause will be exceedingly small.

THE RECIPROCITY AGREEMENT.

The Congress adjourned leaving the reciprocity treaty unacted upon in the Senate, as was indeed expected would be the case. In the past thirty days, however, the grain trade and the farmers have both expressed themselves on the agreement; and it is but stating a fact to say that the farmers, as expressed by their organizations, are against the agreement, as are also practically all that portion of the grain trade who are especially interested in grain "futures." The decline in the price of wheat and the sluggish demand have been attributed, not to the large supply of wheat in the world, but to the possible immediate effects of the agreement on prices; although it is a part of common trade knowledge that the flour trade of the world outside of the United States and Canada is quite as unsatisfactory as it is here in North America.

And so it happens, as Mr. Harry Kress said in an article in his home paper, that this matter of the reciprocity agreement has come at a most inopportune time, owing to the fact that our own and the world's crops were in 1910 so large as to cause a heavy decline in the cash price paid the farmer for his grain. The agreement is, therefore, not being considered on its merits as a statesman's problem of National economics, but as it appears superficially as a factor in the bull-vs.-bear campaign with the wheat crop of 1910, so far as that crop is still unmarketed.

Now, no man can point to a time when or place where free trade has ever injured a *people*, however much it may have affected the business of individuals. Undoubtedly, the change from one fiscal policy to another both builds up and destroys private interests and industries; and so, of course, this agreement, if ratified by both peoples, will have its effect on the business of many individuals. It is for the statesman to say whether the probable effects on private business are of greater or less moment, as compared with the effect on the welfare of the whole people of both countries, and whether the immediate effects that may obtain are likely to be the permanent effects, and, if so, whether those effects are to be desired in themselves, taking into consideration the welfare of all the people and not that of a class only. Congress will meet on April 4 in special session to thrash out that problem.

The square bin in concrete construction, sometimes thought not as desirable as the round bin, considering the matter of strength only, is fast coming into favor. The Macdonald Engineering Company, as will be seen in this issue, used the square bin at Memphis and so did Mr. Tromanhauser at Goderich. The square bins are more convenient to build, they give the greatest amount of space on a given area; and having used the square bins successfully in a number of grain storage plants, Mr. Tromanhauser now feels certain that the next few years will see these square houses and square bins entirely displacing the circular tanks for grain storage.

EDITORIAL MENTION

The immediate net result of the Farmers' G. D. Ass'n meeting at Springfield seems to be an incipient boom for Speaker Adkins for governor of Illinois.

Indiana grain dealers want a 70-lb. ear corn bushel, like other states. And why not? No one of sound mind is likely to imagine Indiana dealers are going to pay a 70-lb. price for a 68-lb. bushel.

The farmer after all is somewhat omnivorous in his reading. He received over 17,000,000 documents from the Government and still like Oliver Twist asks for "more" from state institutions and the good seed lecturers on the railroads.

The cost of living has been under discussion in the Italian chamber; but the government assures the legislators that any proposition to reduce the duties on grain, meats and foodstuffs cannot be considered "at a time when Italian agriculture particularly needs support."

The Chicago Trade Bulletin very wisely deprecates the proposition that the Council of Exchanges establish a crop reporting bureau. The Council can do a much better service to the exchanges and the country by co-operating with the Bureau of Statistics to improve the quality of the current Crop Report.

The editor regrets that it was stated in the February number that, "The Cincinnati Union Grain Co. was recently fined \$10 for violating the pure food laws by selling bran, mixed feed and cornmeal without properly labelling them." This, we are informed, was an error; and we gladly make this correction.

The work now in progress at Montreal, as described and illustrated on preceding pages, is one of the greatest harbor improvement enterprises for the handling of grain exclusively ever undertaken. The faith of the Canadians in the future of their country is unbounded; and this great piece of engineering is a remarkable expression of that faith in concrete form.

Western railroads still insist on the deduction for natural shrinkages. In Illinois the agreement with the Association as to claims has eliminated that problem on many roads; and when other roads insist on the taking the arbitrary shrinkage a resort to statute would probably settle it as to them; for the law makes no provision for that sort of deduction, but rather distinctly forbids it.

One of the mean things done by Iowa railroads is not entirely the exaction of ground rent for elevators, that does not take into account the great service the elevator men perform for the railroads as assemblers and loaders of freight, but is the adding of injury to injury by forcing the lessee to absolve the roads from liability for loss by fire. This injustice the elevator men will endeavor to have the legislature correct this winter. If the rent of elevator space were merely nominal, it would still be

grossly unfair for the roads to shirk responsibility for damage done by negligence, but in view of the unconscionable rents demanded to "side step" responsibility also is the limit.

The Saskatchewan Elevator Commission's recommendation that the province finance a co-operative elevator company (which will certainly become a law) is a more statesman-like proposition than the Manitoba public ownership plant; but it has a "paternalistic" scope that gives the average American of Anglo-Saxon blood a choke; he isn't quite used to that kind of "government."

President Taft seems to have overlooked the fact that the Farmers' National Congress in October did not take kindly to the ship subsidy proposition, in which they are unable to see any benefit to their business, seeing that exports of grain and meats are only possible when our prices are a shade lower than those of our foreign competitors. It takes other things besides subsidizing carriers to create and maintain profitable international trade.

A writer in the Bloomington Pantagraph who tells how Illinois farmers often let shelled corn get buried under snow that falls during the night on an uncovered wagon, says: "The Amish are the real good fellows to do business with. They take good care of their crop and if a wagon load of corn is shelled too late for delivery one day, it is placed under cover, so that a sudden snow or rain does not affect it, and it comes to market in good shape, much in contrast to much of the corn delivered in Illinois since the snow."

The farmers, when they come to be grain dealers also, oppose "storing." They think, and very properly, that a country elevator is not built to "store" grain but to handle it, and objecting to a practice that forces their elevators to buy "puts," they turn to the legislature for relief, by asking for a law that shall make storing by country elevators illegal. Personally, we don't like this everlasting running to the legislature to penalize something that is *per se* entirely legitimate and that has its uses to some men, when all that is necessary for a man to do to avoid its annoyances to him is to say, "No,"—such laws generally create more wrong than they correct.

The Stevens' bill of lading bill died with the Congress and the work of securing its enactment will have to be done all over again. The bill, as grain men will remember, was intended to give legal character and standing to order bills that such documents now have only by business courtesy, so to say. Few men had, perhaps, suffered by reason of the nondescript character of these documents, until recently, and perhaps even now the inconvenience to grain shippers is less than the uneasiness of bankers, in view of the rulings of the courts and the irresponsible carelessness of the carriers' agents, might justify; but the growing prejudice among bankers against this kind of collateral, owing to the causes named, makes legislation like the Stevens' bill absolutely necessary to conduct of modern convenience and trade, because it throws the responsibility on the carrier

for the bills of lading issued by their agents. Forgeries, of course, must be excepted; but regularly issued bills would be protected by the railroad, under the terms of this bill, to the extent called for by the statements of their face.

The Corn Products Company grind about 110,000 bushels of "3 or better" corn every day. Suppose it all to be 19.25 corn; that means 21,175 bushels of water, and 275 bushels more water than if only 19 per cent water were allowed in the grade, as for crop of 1909. Now, does any one for a moment imagine that that fact has had no effect on the price the company has been willing to bid for "3 or better," knowing that every bushel of corn received on such bid may contain no less than 19.25 per cent of water instead of 19?

The markets east of Chicago, barring New York, are resisting Chicago's efforts to stop the railways from "bottling up" the great lakes in order to divert all the grain traffic to the rails. The legal argument is left to the experts; but to the mere layman it certainly seems somewhat abnormal that the benefits of the great waterway of the lakes should be arbitrarily taken away from the consumers down East, who, in the last analysis, pay the freight, in order to force protection to the trade of towns not located on that waterway.

The Bureau of Plant industry recently sent out a leaflet giving the names of one hundred boys in Southern Corn Clubs, every one of whom raised in excess of 100 bushels of corn per acre on the plots farmed by them. Two of these grew in excess of 200 bushels per acre, to wit, Leslie Anderson, Brookhaven, Miss., 225 bus., and Jerry H. Moore, Winona, S. C., 228.7 bus. Of course, these yields mean extra work with the hoe and plenty of fertilizer; nevertheless, when one hundred Southern boys can average 133.7 bus. per acre, it is time for the boys of the North to "get busy" if they would retain their laurels as champion corn farmers—even the Indiana prize winners.

Grain men will quite agree with the Minneapolis Market Record that it was not the high price of wheat that made the high cost of living. Flour, through all the period of high prices, has ever been the cheapest food on the market. But in making this statement no one need resort to the Market Record's apology that, "There is only one way to look at this price betterment and that is that it has been a distinct benefit to the country without pinching anywhere. To what do we owe the enlarged area put into wheat by the farmers following the almost complete exhaustion of supplies if it was not the more attractive prices?" Advancing prices always pinch somewhere, and so are to be deprecated, because stable prices are more beneficial to trade and more equitable to the consumer. And besides, the Market Record—which says that "at no time during all this agitation has it been impossible to buy a good sized loaf of bread for the regular prevailing price, which at the most has varied an ounce or two,"—is reminded that while the American price for a so-called pound loaf of bread is 5c, the mean price of the 4-pound loaf in London is only

about twice that amount (10.72c on January 2, 1911); so that somewhere after wheat leaves the farm or flour leaves the mill, there is an unexplained increment in the United States not discoverable in London.

Of course New England is proud of a farmer who, on his own soil could grow 103¼ bushels of crib-dry shelled corn on a single acre; but what is that to the North Carolina man who does better than 200 bushels of ear corn? The North Atlantic states already beat the rest of the country (except the five middle states) with a 10-year average production of 33.5 bushels, while the South Atlantic states trail far in the rear with only 15 bushels. Yet the former grew only 65 million bushels all told in 1909 against 208 millions in the South Atlantic states. These acre yields tell very little. A poor soil with much care in cultivation does better than a rich soil and slovenly culture.

The Louisville Board of Trade inspection department has adopted the office method of inspection somewhat as is in vogue in the Chicago market. In other words, the grain is inspected in the yards as heretofore but before final determination of grades, the samples are taken to the office of the chief inspector in the Board of Trade, and there carefully gone over by him in order to verify the correctness of the inspection. The department is also supplied with the latest and most modern devices that enter into the inspection of grain and is doing its work in a business-like and scientific manner. If now the Agricultural Commissioner of Kentucky will have sense enough to pull off his inspector and let the trade alone at Louisville, shippers from everywhere to and through that market will be greatly relieved.

"R. E. S." in the "Commercial West" of March 4, demonstrates by a labored technical argument that the reciprocity treaty means the ruin of the Minneapolis Chamber of Commerce, because there would be more wheat in the territory tributary to Minneapolis than this market could take care of. The elevators would become congested; the weight of the hedging sales would depress the price to a shipping basis under Chicago, and the volume of wheat would flow on and fill Chicago elevators. There also the hedging sales would act as a dead weight. Minneapolis would become a "sample" market, as Kansas City is now for Southwestern wheat. There would be a continuous carrying charge; for, no one fearing a shortage of supplies, there would be no sharp competition for the day-to-day receipts. Under the influence of a superabundance of supplies, the millers would be indifferent buyers while those who had wheat to offer would be anxious sellers.

There would never be any reason for buying wheat futures in the Minneapolis market in preference to Chicago!

With free Canadian wheat the Minneapolis market would become merely a back door to the Chicago Board of Trade.

With free Canadian wheat, elevator companies of the Minneapolis Chamber of Commerce would have a bigger volume of business than at present, but the handling of it would require scarcely any more "machinery" than now.

Now, there is an argument to make one sit up and untie the curl papers; and as an evidence of its preponderancy, it appears that since the reciprocity agreement was made public, the value of memberships in the Minneapolis Chamber has advanced from about \$3.100 to

nearly \$4,000, the last sale having been at \$3,800.

Con.-Gen. Winslow in Sweden says there is a settled tendency on the part of Europe to reduce or wipe out the import duties on foodstuffs because of the increasing density of the population. The entering wedge in this direction was the recent wiping out of the 25c per bu. import duty on American corn by Sweden, and this has been followed since by the abrogation of the embargo against Argentine meats by Austria. On the other hand Holland, free trade for a generation at least, talks of returning to old duties on flour; and certainly there is no "tendency" in either France, Belgium, Germany or the Latin states. Reduced duties there will come only when starvation forces them, as it did in Great Britain in the '40s—the farmer-peasants are too powerful to permit it.

The application of the pure food law as applied to raw grain, as in the cases reported on pages 491 and 498, is certainly going to work a hardship on handlers of grain unless the onus of the laws is passed on down to the farmer. In Oklahoma, for example, the last crop of wheat was notoriously a mixed one, literally. The farmers, instead of all buying substantially the same true type of seed wheat, hard or soft, bought without indiscriminately, and the result was a crop that was an indefinable puree that no one wanted. It was heavily discounted by buyers and if subjected to the analysis of a pure food inspector would have been found to be an "adulterated" product within the meaning of the act. But what was to be done with it? Permit it to rot on the farmer's hands; force him to feed it; or let it go to market? It might all have been sold by sample only, and doubtless much of it was after it reached a terminal. But must the middleman needs stand all the penalties of the law and the farmer none?

Public operation of country elevators in Manitoba has been in force since the present crop of grain began to move; and the Elevator Commission has been in competition for the grain with the old buyers in many places. The Commission's first report says they owned 163 elevators but operated only 107, through which they handled, to Dec. 31, 1910, 3,354,100 bushels of grain at a net loss of \$4,497.67, on operation account alone. The season's work has doubtless enlightened Commissioners on some matters. They find that the Saturday Evening Post's statement, made some months ago, that Manitoba grain elevators are without exception most astonishing money makers, has its reservations. They found that a good many houses returned no revenue whatever; that more than \$12,000 was lost in adjusting shortages, and so on. As for the farmers, they have found that the most notable fact of public ownership is the absence of competition in many towns. And this fact they will find to be a more stubborn one as time progresses. The system of public operation must maintain itself; and to do so, the management will see to it that employes take no undue chances and grant no favors, as men will who are in business to make money for themselves. The service will not improve, because public ownership must eliminate all speculation; and

either the farmer himself, as a user of the service, or the rate-payer will have to make good the deficits that seem to be an inseparable concomitant of all government activities the world over.

The rate decisions are not so bad for the roads after all, says former president Fish of the Illinois Central, who explains by saying: "One cannot read these decisions without realizing that the Commission is now practically committed to an indorsement of existing interstate rates as being reasonable and just. Insofar as this promises what for years has been the desideratum of all conservative railway managers,—the continued maintenance for a long time to come of existing schedules,—it speaks volumes for the future prosperity of our railroads." This is a wise hint and will be equally beneficent to shippers who above all want stability—the assurance that the profits on contracts for future delivery will not be lost by a sudden increase in rates, such as has been the habit of the traffic men to spring on the public from time to time without excuse except their own whims.

The new "Declaration of London," recently revised by representatives of all the powers of Western Europe as well as of the U. S. and Japan, permits the capture and destruction on the high seas of foodstuffs shipped in neutral vessels of belligerents. This is an enlargement of the scope of "contraband of war" which, except in case of blockade runners, hitherto has been understood to include only such articles as pertained to military and naval warfare—ammunition, guns and stores; and the Declaration would seem to be a step backwards. This tentative draft has naturally awakened much alarm in England and her dependencies; for in case England became involved in war the price of food would instantly advance immoderately, while the dependencies would suffer through the unusual risk the Declaration would involve as to them as shippers of their surplus foodstuffs to practically their only market.

Mr. McAlister in his reminiscences of the grain trade of a past time in Ohio makes an excellent rejoinder to the complaint that comes in now from Nebraska, that "at the elevators where the grain is sold by weight the weighing is done by the buyer and not the seller." This must of necessity be the case, because wagon scales are obviously not as plenty as blackberries. For this reason it is the more imperative that grain dealers should know absolutely that their scales are telling an honest story, and that they are entitled to the confidence of the seller as well as the buyer. It is a trite story that the majority of country dealers do not know whether their scales are lying or not, and that their scales are in as questionable a condition as the stock scales Mr. McAlister's patron used as his criterion of good weights. In view of the moral influence it might have in the country, it has been suggested that every association should,—as in Iowa, and as has just been ordered in Kansas,—employ a scale expert, but to go even farther and make it a condition of membership that the dealer's scale should be examined by an expert at least yearly.

TRADE NOTES

J. J. Crofut & Co., 613 McKay Building, Portland, Ore., have been appointed agents for the Invincible Grain Cleaner Co., of Silver Creek, N. Y.

There are a number of unusually interesting articles on lubrication in "Graphite" for March, published by the Joseph Dixon Crucible Co., of Jersey City, N. J.

The Hall Distributor Co., of 506 Range Building, Omaha, Neb., is starting the season with very many orders for their Hall Signalling Non-Mixing device. The Hall Distributing Spouts are now known and used as standard machines in all parts of the country.

The American Machinery & Construction Co., of Milwaukee, Wis., tells how to raise the quality of the dealer's grain and thereby increase his profits. By selling his grain one grade higher than he bought it would not take very long to pay for an American Pneumatic Grain Cleaner.

The Webster Mfg Company, of Chicago and Tiffin, Ohio, have been awarded the contract of equipping the new 500,000-bushel grain elevator being built for the Ogdensburg Terminal Co. at Ogdensburg, New York, with their special machinery. This includes belt conveyors, sheet iron work, elevator buckets, marine leg, etc. John S. Metcalf Co. are the contracting engineers.

We call the attention of our readers this month to the new advertisement of The Standard Seed Tester Co., of Decorah, Iowa. At this time when so much attention is paid to crop improvement and more scientific farming there is great need of methods for testing seeds. The standard tests all kinds of seeds, perfectly, quickly and with least attention.

George H. Adair, who has been manager for Fairbanks, Morse & Company at their Seattle, Wash., branch since it was started five years ago, has severed his connection with that concern, and with his father and others has purchased the business of the Kilbourne & Clark Company. This concern will be known as the Geo. B. Adair & Son Co., and among the first lines they selected was that of the Foos Gas Engine Company, of Springfield, Ohio. They will act as agent for the large variety of types and sizes of the Foos line and will undoubtedly secure a considerable share of the business in their territory.

The annual convention of the National Gas and Gasoline Engine Trades Association will be held at the Hotel Ponchartrain, Detroit, on June 20 to 23, inclusive. The program is now partially completed and will include papers by gentlemen of more than usual caliber in the industry. These papers will be comparatively short and snappy so that the sessions will be full of life, and there will be specially timed discussions. The exhibition will be conducted somewhat along the lines of the Cincinnati meeting. There will be provided, without cost, tables in rooms adjoining the meeting hall so that there will be plenty of opportunity to display ignition and other accessory apparatus. The program will include special allotments of time for inspection of these exhibits. Albert Stritmatter, Cincinnati, O., is secretary of the Association.

An especially attractive catalogue reaches us this month describing the Foos Horizontal Engine in sizes 3 to 90 horse power built by the Foos Gas Engine Co., of Springfield, Ohio. One of the novel features of the catalogue is half-tones showing the engine in operation, running at 300 R. P. M. on polished rollers placed in I beams machined to a ridge only five-eighths of an inch wide. The half-tones were made from original photographs without any retouching. In addition to the detailed description of the many features of design and construction developed in twenty-four years of exclusive gas engine manufacture the catalogue shows a few combinations selected from many applications of the Foos Engine for all kinds of work. On one of the front pages is a handsome half-tone of the company's works, said to be the largest ex-

clusive gas engine factory in America. There are also large sized illustrations of interior views of the works, making the catalogue most complete of its kind ever published.

Sprout, Waldron & Co., of Muncy, Pa., are experiencing a good demand for their Monarch Ball Bearing Attrition Mill. This mill has been a popular one with the grain and milling trades for years and has features that commend it to all who want an up-to-date feed mill.

Patrons of the S. Howes Co., Inc., of Silver Creek, N. Y., will be pleased with their March Calendar. The illustration shows their "Eureka" Cracked Corn Separator and Grader with its six separations and three aspirated grades. The calendars are especially serviceable for wall use and will be mailed to any one on request.

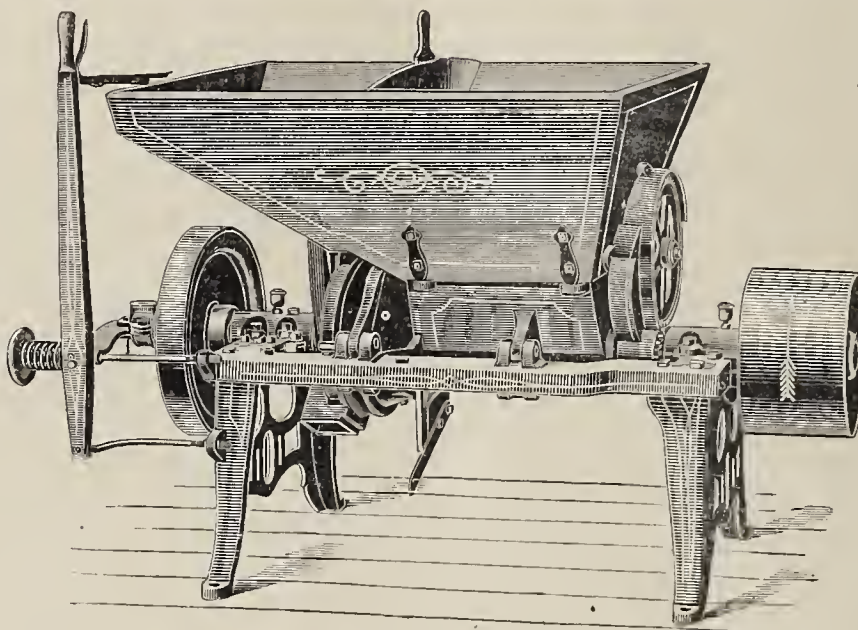
The growing popularity of the "Sidney" line of machinery manufactured by The Philip Smith Mfg. Co., of Sidney, Ohio, is shown by the large spring sales the machines have been experiencing. The line embraces shellers, cleaners, drags, manlifts and general supplies for grain elevators. Catalogue

to compile the reports received. The department is doing good work, but needs more field agents to move around and interview leading farmers, millers, merchants and bankers. Also when there is any serious damage, they should send a special agent to make a thorough investigation. The corps of field agents should be doubled. Congress ought to appropriate sufficient money to increase this force."—C. A. King & Co.

A FEED MILL FOR CUSTOM BUSINESS.

The mill shown in the accompanying illustration is an all-around feed mill, of a type that fills all the requirements of a custom grinder. It is strongly constructed, light running, has positive feed regulation, and is capable of handling all the different materials the average customer may wish to feed. These are points especially worthy of consideration in selecting a machine to be used for commercial work.

The mill here illustrated is one of the ten sizes and styles manufactured by the N. P. Bowsher Company, and mills of practically the same type may



THE BOWSHER FEED MILL.

No. 25 gives full description of the machines and discount sheet.

A neat little folder of some dozen pages shows the new modern plant of The Webster Mfg Company at Tiffin, Ohio. The company secured some time ago 38 acres of land and 4½ acres are now under roof. The buildings are equipped with every modern appliance for the economical manufacture and handling of their well known lines of grain elevator machinery.

AGRICULTURAL BUREAU STILL UNDECIDED.

Agricultural Bureau said they contemplated giving the monthly crop figures in indicated bushels as well as per percentages. We commended them for their progress. Statistician Olmstead writes us: "My present intention (subject to change, however) is to interpret certain condition estimates, probably those made near or a little before harvest, quantitatively. I am a little in doubt, however, as to the advisability of giving such interpretation to all condition estimates, including those made very early in the growing season. This matter will be definitely decided a little later on."

Speaking about the proposed change, the best-posted private statistician writes us: "In regard to the Department of Agriculture endeavor to give an estimate in bushels I am somewhat puzzled. Through their four different modes of obtaining information, they should be able to give an approximate idea of the yield, and only approximate estimate. If the area reported is incorrect, the whole calculation will fall to pieces. I claim that an individual who can keep the general run of statistics can obtain a fairly good idea of the general crop situation—not a definite one—if he understands how

be had for use with from two to twenty-five horse power.

It is sufficient to say that the Bowsher mills have been on the market for twenty years, are "quality" built machines, and are constructed along practical lines for a practical purpose. They have won their present country-wide popularity through their lasting qualities and the permanent satisfaction of the user.

Circulars describing the many advantages of these mills, their cone-shaped grinders, light running qualities, etc., will be sent free to all who address the N. P. Bowsher Company, South Bend, Ind.

The Western Elevating Association has reorganized at Buffalo on last year's basis with all harbor elevators included for the first time in many years. H. D. Waters is president; H. T. Kneeland, vice-president; and P. G. Cook, secretary and treasurer.

By tariff effective March 15, grain dealers at Lincoln, Neb., will have transit privileges on grain through Lincoln to Southern points from points on the Burlington or northeastern Nebraska, the transit charges being 1¢ per hundred.

The inauguration of a new service by the Western Union Telegraph Co., the "Day Letter," similar to the "Night Letter," prompts the suggestion that if there were less disposition to lease wires to private concerns, the public in the middle and western grain sections tributary to this market would be much benefited and be able to enjoy real telegraphic service. It is a known fact that in recent years it has been impossible to send a telegram and get a reply within the time covered by the regular session of the Exchange from points where competition has not stimulated special effort.—Pope & Eckhardt Co., Chicago.

FEBRUARY ADVENTURES OF MR. BULL.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of February, 1911:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.....	85,039	202,389	64,000	177,822
Corn, bushels.....	3,055,460	2,603,560	2,383,840	2,171,829
Oats, bushels.....	131,776	294,187	180	20
Barley, bushels.....	14,702	.....	.....	.....
Rye, bushels.....	40,355	45,638	.....	.....
Timothy Seed, bus.....	.....	678	.....	3,978
Clover Seed, bus.....	5,612	1,737	346	1,574
Hay, tons.....	4,947	4,442	1,271	2,106
Flour, barrels.....	132,185	159,722	82,621	36,674

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Flour, barrels.....	161,295	152,729	70,178	32,308
Wheat, bushels.....	338,162	480,351	573,447	583,399
Corn, bushels.....	1,229,560	565,177	1,263,011	439,348
Oats, bushels.....	278,956	345,385	1,250	1,120
Rye, bushels.....	2,115	1,695	.....	6,488
Barley, bushels.....	8,664	5,350	.....	.....
Flax Seed, bushels.....	.....	1,430	.....	.....
Peas, bushels.....	2,882	5,987	1,800	420
Millfeed, tons.....	861	1,542	33	228
Corn Meal, barrels.....	2,675	2,515	1,478	950
Oat Meal, cases.....	34,156	46,300	31,378	29,880
Oat Meal, sacks.....	13,460	13,570	8,135	8,815
Hay, tons.....	12,250	8,800	3,987	218

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Wheat, bushels.....	641,000	808,000	587,400	911,832
Corn, bushels.....	10,031,000	11,976,750	6,001,800	5,370,886
Oats, bushels.....	5,470,400	6,726,075	5,450,400	5,185,308
Barley, bushels.....	1,501,000	2,746,800	548,200	473,946
Rye, bushels.....	100,000	99,000	113,000	114,893
Timothy Seed, lbs.....	1,560,100	3,072,690	2,108,500	4,108,444
Clover Seed, lbs.....	523,600	741,874	681,600	891,396
Other Grass Seeds, lbs.....	1,611,800	2,462,215	1,118,000	3,685,196
Flax Seed, bushels.....	96,000	109,000	12,700	14,381
Broom Corn, lbs.....	1,058,000	1,523,860	935,600	606,491
Hay, tons.....	26,695	18,570	1,539	1,521
Flour, barrels.....	381,698	655,466	281,439	494,981

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Wheat, bushels.....	447,314	284,234	501,934	210,318
Corn, bushels.....	751,116	767,122	644,410	658,017
Oats, bushels.....	743,312	397,458	588,621	256,398
Barley, bushels.....	37,200	59,375	1,396	1,006
Rye, bushels.....	58,376	32,314	35,932	9,148
Timothy Seed, bgs.....	3,361	3,199	3,026	7,579
Clover Seed, bgs.....	10,481	5,964	8,879	5,431
Other Grass Seed, bgs.....	9,745	5,226	10,971	12,637
Hay, tons.....	17,553	18,668	14,127	13,789
Flour, bbls.....	121,970	120,143	90,124	65,690

DETROIT—Reported by F. W. Waring, Secretary of the Board of Trade.

Wheat, bushels.....	98,125	81,174	8,237	14,463
Corn, bushels.....	533,911	301,651	318,703	162,264
Oats, bushels.....	154,207	212,711	6,407	25,814
Barley, bushels.....	80,851	20,220	.....	.....
Rye, bushels.....	12,105	17,390	19,350	28,717
Flour, barrels.....	18,774	18,822	13,853	11,819

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Wheat, bushels.....	1,207,789	1,292,206	99,672	13,660
Corn, bushels.....	510,266	.....	51	.....
Oats, bushels.....	153,843	872,300	34,105	56,878
Barley, bushels.....	27,735	459,795	228,217	451,604
Rye, bushels.....	7,629	35,236	1,059	948
Flax Seed, bushels.....	57,302	41,865	90,957	33,915
Flour, bbls.....	32,335	44,705	42,645	47,855

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Wheat, bushels.....	1,170,000	2,319,900	1,165,200	1,477,600
Corn, bushels.....	1,218,000	2,945,150	1,134,000	1,422,550
Oats, bushels.....	431,800	465,000	380,800	394,500
Barley, bushels.....	40,600	759,900	39,200	41,800
Rye, bushels.....	3,300	8,800	.....	3,300
Flax Seed, bushels.....	.....	.....	.....	.....
Bran, tons.....	640	880	4,780	6,820
Hay, tons.....	25,176	21,768	10,572	6,828
Flour, barrels.....	13,250	9,750	110,000	177,750

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Wheat, bushels.....	424,880	479,600	469,154	167,350
Corn, bushels.....	980,710	1,250,600	1,068,164	625,664
Oats, bushels.....	929,474	970,500	1,401,098	728,059
Barley, bushels.....	627,780	1,419,600	618,851	278,090
Rye, bushels.....	72,420	93,000	290,480	59,990
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	.....	.....	.....	.....
Flax Seed, bushels.....	.....	61,200	.....	14,400
Hay, tons.....	3,959	2,786	1,440	90
Flour, bbls.....	217,690	262,065	320,075	300,123

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Wheat, bushels.....	114,321	210,767	2,332	3,465
Corn, bushels.....	47,491	21,391	4,637	7,600
Oats, bushels.....	126,175	233,109	88,797	49,814
Barley, bushels.....	46,825	72,027	850	.....
Rye, bushels.....	.....	.....	.....	.....
Flax Seed, bushels.....	22,926	41,211	.....	.....
Flour, bbls.....	31,102	30,141	34,514	84,574

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Wheat, bushels.....	5,000	31,000	1,965	51,560
Corn, bushels.....	1,782,600	514,000	1,366,648	749,791
Oats, bushels.....	110,000	227,000	5,993	1,443
Hay, tons.....	4,440	7,275	503	28
Flour, bbls.....	104,070	76,000	55,665	49,361

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Wheat, bushels.....	764,400	627,600	1,035,587	590,725
Corn, bushels.....	2,156,625	1,168,300	2,045,917	599,397
Oats, bushels.....	1,753,750	1,248,975	10,868	57,767
Barley, bushels.....	352,936	170,850	.....	120,509
Rye, bushels.....	23,000	32,200	.....	21,526
Timothy Seed, lbs.....	.....	.....	.....	2,627
Clover Seed, lbs.....	bgs. 1,738	4,625	bgs. 4,760	4,067
Other Grass Seed, lbs.....	.....	.....	.....	.....
Flax Seed bushels.....	623,187	.....	.....	.....
Hay, tons.....	23,020	24,880	6,743 b'ls	21,636
Flour, bbls.....	641,180	578,644	216,911	219,338

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.....	417,600	735,600	380,000	414,000
Corn, bushels.....	1,017,600	2,997,500	1,305,000	2,503,000
Oats, bushels.....	533,800	1,153,600	984,000	898,500
Barley, bushels.....	281,400	50,000	62,000	32,000
Rye, bushels.....	9,900	32,000	10,000	21,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

Wheat, bushels.....	52,000	51,750	32,667	22,000
Corn, bushels.....	1,663,444	1,652,580	1,478,580	1,337,947
Oats, bushels.....	372,400	1,205,137	463,800	1,265,694
Barley, bushels.....	222,000	260,800	114,067	147,264
Rye, bushels.....	44,000	49,500	3,657	10,228
Mill Feed, tons.....	3,287	7,366	5,142	6,791
Spirits and Liquors, bbls..	7,504	9,168	40,955	40,697
Syrups and Glucose, bbls..	3,600	9,265	3,120	6,229
Seeds, lbs.....	120,000	90,000	150,000	.....
Broom Corn, lbs.....	195,000	150,000	254,000	135,000
Hay, tons.....	2,366	6,210	1,150	356
Flour, bbls.....	168,788	310,700	194,802	256,389

PHILADELPHIA—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Wheat, bushels.....	456,045	527,143	420,495	611,598
Corn, bushels.....	1,991,688	280,754	1,455,158	42,953
Oats, bushels.....	539,178	351,551	.....	.....
Barley, bushels.....	20,000	4,000	.....	.....
Rye, bushels.....	4,000	4,800	.....	.....
Timothy Seed, bags.....	.....	.....	50	.....
Clover Seed, bags.....	.....	300	.....	.....
Other Grass Seeds, bags.....	.....	.....	.....	.....
Flax Seed, bushels.....	6,083	7,082	.....	.....
Hay, tons.....	194,106	192,417	62,926	75,430

SAN FRANCISCO—Reported by Wm. B. Downes, Statistician of the Merchants' Exchange.

Wheat, centals.....	208,420	.....	155	.....
Corn, centals.....	7,151	.....	117	.....
Oats, centals.....	25,869	.....	96	.....
Barley, centals.....	447,872	.....	312,257	.....
Rye, centals.....	2,565	.....	.....	.....
Flax Seed, sacks.....	768	.....	.....	.....
Hay, tons.....	12,110	.....	952	.....
Flour, bbls.....	72,247	.....	27,342	.....

ST. LOUIS—Reported by George H. Morgan, Secretary of the Merchants' Exchange.

Wheat, bushels.....	1,083,500	982,000	1,001,350	1,271,620
bags.....	.....	9,640	1,200	16,220
Corn, bushels.....	1,810,800	2,258,300	1,263,590	1,707,760
bags.....	1,756	2,412	18,620	29,410
Oats, bushels.....	1,596,300	1,900,800	1,007,720	1,376,510
bags.....	566	.....	26,280	33,420
Barley, bushels.....	231,000	305,500	15,890	5,930
bags.....	.....	.....	.....	.....
Rye, bushels.....	51,700	28,000	17,780	31,090
bags.....	.....	.....	.....	.....
Hay, tons.....	20,230	20,340	57,376	31,804
Flour, barrels.....	208,630	222,540	229,475	237,670

TOLEDO—Reported by Archibald Gassaway, Secretary of the Produce Exchange.

Wheat, bushels.....	106,000	185,000	93,300	60,500
Corn, bushels.....	479,600	335,000	474,100	189,300
Oats, bushels.....	184,500	154,500	185,900	103,600
Barley, bushels.....	.....	.....	.....	.....
Rye, bushels.....	.....	19,000	3,000	22,800
Clover Seed, bags.....	7,520	8,340	15,544	20,157

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of January, 1911, and for the seven months ending with January, 1911, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	January, 1911.		SEVEN MONTHS, ENDING JAN.	
	1910	1911	1910	1911
<i>Exports—</i>				
Barley, bu.....	603,765	913,072	3,968,839	8,589,019
Buckwheat, bu.....	23,687		117,991	193
Corn, bu.....	6,104,855	9,947,432	19,202,294	28,935,460
Corn Meal, bbls.....	30,874	57,373	198,678	238,458
Oats, bu.....	125,560	42,106	757,586	919,843
Oatmeal, lbs.....	3,136,973	2,957,010	12,388,421	12,904,318
Rice, lbs.....	270,655	693,976	1,813,909	3,952,994
Rye, bu.....	5		202,593	1,468
Rye Flour, bbls.....	585	738	2,290	4,159
Wheat, bu.....	1,428,115	2,801,377	38,373,239	17,195,728
Wheat Flour, bbls.....	787,829	993,045	6,374,319	5,848,247
Bran, Millfeed, etc., tons.....	5,149	4,690	32,393	27,991
Dried Grains, etc. tons	2,668	4,713	36,353	41,008
Rice, bran, meal, etc. lbs.....	1,068,325	1,577,370	16,968,898	12,148,492
Total Breadstuffs.....	\$11,130,139	\$15,568,184	\$94,643,705	\$72,585,445
Glucose and Grape Sugar, lbs.....	20,094,994	16,544,985	83,351,166	100,913,095
Hay, tons.....	5,880	4,230	34,806	33,144
Oil Cake and Oil-Cake Meal:—				
Corn, lbs.....	5,700,452	8,305,497	28,172,261	45,984,329
Cotton Seed.....	89,659,184	84,777,998	401,627,828	496,094,891
Flaxseed or Linseed lbs.....	70,263,127	49,112,791	360,311,521	342,652,358
Vegetable Oils:—				
Corn, lbs.....	1,361,080	2,132,521	6,900,975	10,543,792
Cotton Seed, lbs....	17,433,968	25,068,812	141,692,914	102,001,267
Linseed, gals.....	20,572	11,776	160,999	90,306
Clover Seed, lbs.....	634,467	557,002	5,868,957	3,571,213
Cotton Seed, lbs.....	2,211,556	1,725,257	14,230,893	8,119,438
Flax Seed, bu.....	3,559	26	64,638	186
Timothy Seed, lbs.....	3,189,180	1,418,739	16,673,999	5,835,090
Other Grass Seed, val.	\$25,428	\$32,825	\$510,940	\$210,045
Beans, etc., bu.....	32,728	21,917	240,058	194,883
<i>Imports—</i>				
Oats, bu.....	166,023	7,557	469,855	31,344
Wheat, bu.....	4,021	191,409	31,259	198,821
Wheat Flour, bbls....	18,049	7,318	65,992	99,974
Rice, lbs.....	6,791,837	6,540,157	39,137,554	39,466,223
Rice, Flour, Meal, etc. lbs.....	8,493,150	9,759,695	80,702,957	80,184,958
Castor Beans, bu.....	70,817	90,539	490,663	380,505
Clover Seed, lbs.....	1,047,003	4,086,088	8,359,956	15,834,490
Flax Seed, bu.....	21,372	185,235	936,657	5,256,803
Beans, etc., bu.....	73,671	108,205	658,208	709,837

ELEVATOR AND GRAIN NEWS

ILLINOIS.

George Stroble has sold his elevator at Altamont, Ill., to Oscar Wilmeth.

Co-operative elevators may be established at Hornsby and Carlinville, Ill.

The Five Point Grain Co. of Petersburg, Ill., has increased its capital stock from \$20,000 to \$30,000.

The Prentice Farmers' Elevator Co. of Ashland, Ill., has increased its capital stock from \$8,000 to \$20,000.

The plant of the Bluff City Mills & Elevator Co. at Mt. Carmel, Ill., has been purchased by Fred Holsen, Jr., and F. J. Dorney.

The Farmers Elevator Co. of Osman, Ill., has sold its stock of farm implements at auction and has discontinued that line of business.

W. B. Cavanaugh of Bradford has purchased one of the elevators at Kewanee, Ill., from F. E. Janes who has operated it for the past three years.

The Towanda Grain Co., of Towanda, Ill., have equipped their elevator with two water tight elevator boots manufactured by the B. S. Constant Co., Bloomington, Ill.

The farmers in the vicinity of Kirkwood, Ill., held a meeting recently for the purpose of organizing a Farmers' Elevator Co. They intend to erect an elevator in Kirkwood.

The elevator of George D. Hight at Walker, Ill., together with two horses were sold at auction recently for \$7,125. R. D. Andrew, a grain man of Macon, Ill., was the purchaser.

O. M. Danielson recently turned over the Neola Elevator, together with his other holdings at Leland, Ill., to the Leland Farmers' Co., but will conduct the business for the company.

Ed Conlin has purchased the property of Gus Wilson at DeKalb, Ill., for a consideration of \$11,000 and will transform the present buildings into an elevator and custom grinding mill.

The A. D. Ricketts Elevator at Claytonville, Ill., has been purchased by a stock company and will be a farmers' elevator. Fred Luecke was elected president and George Mumbert, secretary.

The elevator of the Farmers' Elevator Co. at Bethalto, Ill., which has been operated for eight years by the farmers as a mutual affair, will be sold, as the owners intend to go out of business.

The Dry Grove Farmers' Grain Co. of Dry Grove township, McLean county, Ill., has been incorporated by Edward C. Weinheimer, Ashby Utley and Charles K. Kaufman, with a capital stock of \$5,000.

A new 20-horse power gasoline engine has been installed at the grain elevator of Valier & Spies in Troy, Ill., to take the place of a similar 16-horsepower engine which has been in service for twelve years.

McAllister & O'Connor have prepared plans for a new elevator to be built at Yuton, Ill., for the Yuton Grain Co. It will have a capacity of 20,000 bushels and equipment of 2 stands of elevator legs, automatic scale, etc.

Preliminary steps have been taken at Woodhull, Ill., for the formation of an elevator company which will have a capital stock of \$7,000 or \$8,000. L. S. Griffith has been chosen president and J. L. Carnes, secretary.

C. A. Burks of Decatur, Ill., will probably erect an elevator at Cerro Gordo, Ill., in the near future and will place Charles Moore in charge. Mr. Moore formerly was manager of one of the elevators owned by the Cerro Gordo Grain & Coal Co.

At the annual meeting of the Farmers' Grain & Live Stock Association of Deer Creek, Ill., the following officers were elected: J. L. Cornwell, president; W. H. Marshall, vice-president; J. E. Garber, secretary; C. L. Sloneger, assistant secretary and August Naffziger, treasurer.

The Skillin & Richards Mfg. Co. of Chicago, had an order by telephone recently for thirteen 20-inch, 5-ply main elevator belts and buckets for same to replace the entire equipment in the elevators of the Michigan Central Railway at Kensington, Ill. The order amounted to about \$3,000.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, reports the following recent changes among grain dealers of Illinois: Eugene Schmidt succeeds Risser Rollins Co., Bonfield; Frank Gibbons succeeds Austin Gibbons, Dwight; Bartlett-Frazier Co. succeeds Risser Rollins, Greenwich; H. I. Vollmer Co. succeeds Illinois Granaries Co., Lostant; J. Richmond & Son succeeds Furst & Son, Urbana. The following new members are recorded: Thomas L. Aldridge & Son, Aldridge; Prunty & Helm, Calvin (mail Grayville); S. M. Woodrow & Co., Crossville; George P. Bowman & Son, Grayville; Kohly & Co., commission merchants, Havana, Cuba; Horner Elevator & Mill Co.,

Lawrenceville; Hobson & Dorney, props. Bluff City Mill & Elevator Co., Mt. Carmel; Mt. Carmel Elevator Co., Mt. Carmel; J. Richard & Son, Mt. Carmel; Ailendale Mill & Elevator Co., Patton (Ailendale P. O.); John J. Griggs & Son, St. Francisville.

The B. P. Hill Grain Co. of Freeport, Ill., recently purchased two large elevators, one at Forreston and the other at North Forreston, from C. A. Beebe. The company now owns elevators at Freeport, Seward, Evarts, Baileyville, Haldane, Forreston, North Forreston, Woosung, Lena, Red Oak and McConnell. The new houses have a combined capacity of 60,000 bushels.

At a meeting of the Farmers' Elevator Co. of Toluca, Ill., the following officers were elected: J. J. Donnelly, president, and Fred Winkle, vice-president and treasurer. J. E. Hatton, Jobst Fecht, J. J. Donnelly, Fred Winkle, Roscoe Ball and Henry Christ are the directors. The capital stock of the company is \$10,000. The elevator will be located on the Santa Fe tracks.

The Sibley Estate will erect an elevator at Sibley, Ill., to take the place of the one recently destroyed by fire, though it will not be as big, since the estate now has some new corn cribs with a capacity of 120,000 bushels which will take care of a part of the business. The grain damaged in the Sibley fire has been shipped to Minneapolis where J. Martin has a large salvage elevator devoted to the cleaning and drying of scorched grain.

IOWA.

John Fiala has sold his elevator at DeWitt, Iowa. H. J. Wilson of Mason, Iowa, is building an elevator at Danville, Iowa.

A movement has been started to organize an elevator company at Dedham, Iowa.

A Farmers' Elevator Co., with a capital stock of \$10,000, will be organized at Highview, Iowa.

W. A. Haggin has purchased a half interest in the Moore Brothers' elevator at Iowa Falls, Iowa.

The Western Elevator at Oto, Iowa, has been sold to M. Lowry of Cushing who will take charge of the business in July.

The New Hartford Grain Co. of New Hartford, Iowa, recently purchased the M. M. Dayton Elevator in Cedar Falls, Iowa.

The new 150,000 bushel elevator of the Imperial Milling Co. at Council Bluffs, Iowa, will be completed and in operation by May 1.

The Turner Brothers have constructed a cement foundation for their elevator at Mount Ayr, Iowa, and will soon put in an office and scales.

A meeting of the Jolley Farmers' Elevator Co. was held recently at Jolley, Iowa, to discuss a plan of increasing the capacity and dumping facilities of its plant.

The D. Rothschild Grain Co. of Davenport, Iowa, has sold its elevator at Oakfield, Iowa, to E. Rothschild, the company's traveling agent, who will have his headquarters in Atlantic.

The elevator and mill at Spirit Lake, Iowa, which is owned by D. F. McFarland, will probably be taken over by a farmers' co-operative elevator company which will be organized at that place.

Articles of incorporation have been issued to the Farmers' Grain & Mercantile Co. of Kirkman, Iowa. Among the incorporators of the company are Leonard C. Paupand, J. L. Barber. The capital stock is \$20,000. A deal was recently closed whereby the company will take over the J. H. Schmid Elevator.

SOUTHERN & SOUTHWESTERN.

A new office has been established by the Yukon Mill & Grain Co. in connection with its plant.

The Texhoma Mill & Elevator Co., of Texhoma, Texas, recently filed proof of final payment of capital stock.

A large warehouse will be erected at Knoxville, Tenn., which will have a capacity of several thousand bushels of grain.

W. J. McCormick of El Paso, Texas, has purchased the grain and feed business of the Denton Grain Co. at West, Texas.

Allen, Gano & Smith have started a grain business in Georgetown, Ky., and have purchased the grain elevator of Sidney S. Offut.

The Merchants' Grain Co., of Palestine, Texas, has been incorporated by A. F. Sledge, S. W. Walker and C. D. Joyce, with a capital stock of \$20,000.

R. G. Hall, of the Woodley-Hall Grain Co., of Hattiesburg, Miss., recently sold his interest in the company to F. B. Woodley and retired from business.

Four storage tanks with a capacity of 1,000 bushels apiece will be erected in connection with the plant of the Jonesboro Roller Mills Co. at Jonesboro, Ark.

The plant of the Seymour Mill, Elevator & Light Co. at Seymour, Texas, including a 28,000-bushel elevator with wagon dump scales and track scales and a 250-barrel Barnard & Leas Feed Mill, was

sold at auction by order of the stockholders on February 20.

The elevator of the Hobart Mill & Elevator Co., of Hobart, Okla., which recently burned, will be rebuilt and cleaning and feed grinding machinery will be installed in it.

The Rogers Elevator Company, of Bartlesville, Okla., has been incorporated by G. B. Rogers, J. N. Dyson and T. F. Gorman, of Bartlesville, with a capital stock of \$6,000.

The Citizens' Bank and the Mercantile Bank, holders of \$18,000 first mortgage bonds, recently purchased the \$200,000 plant of the H. A. Klyce Elevator Co. at Dyersburg, Tenn., at a trustees' sale.

William A. Bours & Co., of Jacksonville, Fla., has sold its business, which has been established for twenty-five years, to E. A. Martin & Co., who succeeded to the former company's seed business a year ago.

The firm of Cole & Brunskill, of Oklahoma City, Okla., has been dissolved and the elevator at Waurika, Okla., has been sold to M. C. Groseclose, of Okarche, while the house at Ryan has been sold to local parties.

The Citizens' Mill & Elevator Co., of Weatherford, Okla., are installing a B. S. C. Chain Feeder and Conveyor in their dump sink, which will handle all kinds of grain. J. A. Horn, of Oklahoma City, is doing the work.

Frank Davis has purchased the interest of H. B. Pitts in the Pitts Grain & Elevator Co. of Marshall, Texas, and will assume management of the plant. Mr. Davis will amend the charter, changing the name to the Marshall Mill & Elevator Co. and increase the capital stock from \$10,000 to \$20,000.

The Kingfisher Mill & Elevator Co., of Kingfisher, Okla., recently elected the following officers: F. W. Lankard, president; A. E. Settler, vice president, and J. R. Lankard, secretary and manager. W. J. Brown, E. R. Lankard and E. W. Hunt, together with the officers, compose the board of directors.

MINNESOTA AND WISCONSIN.

A 100,000-bushel elevator will be erected at Mankato, Minn.

The Farmers' Co. has purchased the Sleepy Eye Elevator at East Astoria, Minn.

The Lodi Grain Co., of Lodi, Wis., has increased its capital stock from \$10,000 to \$20,000.

The elevator at Rice Lake, Wis., was recently leased by the Osceola Mill & Elevator Co.

The Hunting Elevator Co. has installed a new gas engine in its plant at Rose Creek, Minn.

A farmers' Elevator will be erected at Roseau, Minn., if enough money is subscribed to start the enterprise.

The North Dakota Society of Equity will build an elevator either in St. Paul, Minneapolis, Duluth or Superior.

A building permit has been issued to Nelson & Peterson for the erection of an \$8,000 elevator at Duluth, Minn.

A. Jacobson & Co. have rented the Cargill Elevator at Kerkhoven, Minn., and will engage in the grain business.

A part of elevator "A" at New Ulm, Minn., will be torn down and replaced by a new structure at a cost of about \$20,000.

The Monarch Elevator at Twin Valley, Minn., has been closed as there is not enough business to warrant it running at this time of the year.

A plan is on foot to organize a Farmers' Elevator Co. at Nicollet, Minn., with a capital stock of \$10,000 and to build an elevator at that place.

The Sleepy Eye Elevator Co. recently sold its elevator at Astoria, Minn., to the Farmers' Elevator Co., which will after this operate both houses.

The Hunting Elevator Co. intends to enlarge its elevator at St. Clair, Minn., as soon as the weather permits. The house will have a capacity of 15,000 bushels.

A. D. Packard & Son have constructed a portable elevator over the coal sheds near their office in Sherburn, Minn., and will buy carload lots, loading direct to the cars.

The Farmers' Elevator Co. recently held a meeting at Ivanhoe, Minn., for the purpose of deciding whether or not they would buy the Sleepy Eye Elevator at that place.

Final arrangements for opening up the elevator of the newly incorporated Farmers' Elevator Co. at Ash Creek, Minn., have been completed and the house opened March 1.

Emil Hautebrook proposes to erect a grain elevator in Green Bay, Wis., and has petitioned the city council to allow the Northwestern Railroad to lay side tracks to the house.

Casper Green & Son, Alfred, have purchased the elevator at Morgan, Minn., which was owned and operated by the Sleepy Eye Milling Co. H. G. Eaton, who has conducted the business of the

former owners for twenty-three years, will be retained as an agent by the new firm.

The Farmers' Elevator Co. has been incorporated at Farwell, Minn., with a capital stock of \$10,000.

Brimmer & Durant have sold their elevator, grain, feed and coal business at Mukwango, Wis. Thomas E. Swan purchased the elevator but has rented it to F. L. Buell and Will Goodman, who will continue the business under the name of Buell & Goodman.

WESTERN.

Rosebud, Mont., will soon have an elevator.

An elevator will probably be erected at Columbia Falls, Mont., in the near future.

An elevator will be erected at Inverness, Mont., by the St. Anthony & Dakota Elevator Co. as soon as possible.

N. B. Lytle, the well known elevator man of Lewiston, will build an elevator at Roundup, Mont., in the spring.

A syndicate which operates elevators throughout Iowa and Nebraska will erect a 30,000 bushel grain elevator at Wattenberg, Colo.

The Glover Grain & Milling Co. of San Francisco, Cal., has leased the new electric elevator which will be erected in the seawall at that place. The elevator will cost \$13,500.

The new company which intends to erect a chain of elevators in Eastern Washington will be known as the White-Dulany Co. and has a capital stock of \$100,000. J. A. Pease will be manager. The first elevator and warehouse will be built at Marcellus, the site having already been procured.

MISSOURI, KANSAS AND NEBRASKA.

A 20,000 bushel elevator is being erected at Voda, Kan.

H. F. Austin has sold his elevator at Denton, Nebr.

J. S. Null has financed a grain elevator for Spring Hill, Kan.

The Connet Elevator at Summerfield, Kan., is being remodeled.

Work on the new elevator north of Lawrence, Nebr., is progressing rapidly.

The Millers' Grain Co., of Hutchinson, Kan., is erecting an elevator at Negunda, Nebr.

Claude Knouse, of Beatrice, Nebr., has purchased the interest of M. Copeland in the elevator at Kinney, Nebr.

A co-operative elevator will be erected at Mineola, Kan., as an organization has been formed and funds raised.

The plant of the Cook Mill & Elevator Co., of Cook, Nebr., has been closed down temporarily to allow for repairs.

The elevator at Pearl, Kan., is being overhauled by Clarence Taylor and a new 75-horsepower boiler is being installed.

Dodge, Nebr., will have a third elevator in a short time which will be operated by the Farmers' Grain and Stock Co.

The R. E. Roberts Elevator Co., of Arlington, Nebr., has been incorporated by O. C. Roberts, William E. Roberts and Ray Roberts, with a capital stock of \$100,000.

Otto Weiss Alfalfa Stock Food Co., of Wichita, Kans., are installing a 48-ft. "Safety" Ball Bearing Man-lift. Barnard & Leas Mfg. Co., of Moline, Ill., have the contract.

The Nelson Grain Co. has purchased some property in Kansas City, Mo., on which it intends to erect a new three-story grain mill and hay house, at a cost of \$87,000.

The Blair Elevator Co., of Atchison, Kan., ordered all the elevating and conveying machinery for their new elevator of the Skillin & Richards Mfg. Co., of Chicago.

The Atlas Elevator at Page, Nebr., was closed down recently as W. W. Calkins, who has been running it on a lease, has accepted a position in an elevator at Brunswick.

T. B. Armstrong, of Downs, and Glen White, of Beloit, have formed a partnership and will engage in the grain and lumber business, having purchased an established business at Burr Oak, Kan.

The Barnard & Leas Manufacturing Co., of Moline, Ill., is installing a fifty-foot Constant "Safety" Manlift, manufactured by the B. S. Constant Co., of Bloomington, Ill., for S. F. Gilman, at Neligh, Nebr.

The switching facilities of the elevator of Merriam & Millard at Omaha, Nebr., have been doubled as tracks have been laid on both sides thus allowing grain to be loaded and unloaded at the same time.

The Kaufman-Boyle Grain Co. is planning the erection of a 500,000-bushel elevator at Wichita, Kan. It will cost between \$100,000 and \$125,000. The men who are interested in the proposition are H. Kaufman, E. E. Boyle, F. J. Stevens and A. S.

Barr. The house will be completed by the time next summer's wheat crop is ready for market.

J. Jacobson of Formosa, Kan., has purchased the elevator of L. L. Burchinal at that place.

The erection of an elevator at Bradish, Nebr., will be begun at once by the newly organized Farmers' Elevator Co. The following are the officers of the company: David Fitch, president; M. E. Jennings, secretary, and L. G. Pusard, treasurer.

OHIO, INDIANA AND MICHIGAN.

Joseph Ringlein will install a Hall Signaling Non-mixing Distributor in his elevator at Leipsic, Ohio.

Louis Stiefel has purchased the elevator business controlled by Straus, Ackerman & Co., at Albion, Ind.

The new elevator at Shadeland, Ind., is practically completed as the machinery was recently installed.

Thieves recently stole \$187 from the safe in the office of the Stockbridge Elevator Co., at Potterville, Mich.

The Indianapolis Elevator Co., of Indianapolis, Ind., has issued \$20,000 worth of additional preferred stock.

W. L. Kurfess and Paul F. Deuble recently purchased the grain elevator of M. R. Goerill at Luckey, Ohio. Mr. Deuble will be manager.

Morris Kent Co., Kalamazoo, Mich., are installing the B. S. C. Chain Drag and Feeder manufactured by the B. S. Constant Co., Bloomington, Ill.

The Ireton Brothers Co., of Paulding, Ohio, has purchased land at Lima, Ohio, for the purpose of erecting a large storage elevator at a cost of \$15,000.

The Farmers' Elevator & Mercantile Co. has taken over the elevator and business of C. C. Wolfe at Lindsey, Ohio. The Wolfe Elevator was erected in 1862.

T. J. Hanley is preparing to erect a grain elevator at Coshocton, Ohio, during the summer. Ground has been purchased along the T. W. V. & O. Railway.

The Carey Jackson Grain Co., of Indianapolis, Ind., has been incorporated by W. J. Riley, Estella M. Riley and Carey Jackson, with a capital stock of \$10,000.

J. H. Orebaugh is at the head of a movement to organize a stock company at Lebanon, Ohio, for the purpose of handling grain. It will have a capital stock of \$25,000.

The warehouse and grain elevator which is being erected by the Houff-McNeill Co. at Lorain, Ohio, at a cost of \$20,000, will be equipped with machinery for grinding.

The National Mill Supply Co., of Ft. Wayne, Ind., have bought a 65-ft. "Safety" Ball Bearing Man-lift manufactured by the B. S. Constant Co., Bloomington, Ill.

N. A. Strong has leased a portion of the brick block at Lansing, Mich., which is owned by James Stroun, for use as a store room in connection with his elevator business.

The Richter Grain Co. has been incorporated at Cincinnati, Ohio, with a capital stock of \$50,000, by H. E. Richter, Theobald Fells, S. B. Richter, A. E. Gordon and William G. Roberts.

John M. Brown has sold his interest in the elevator of Brooks & Brown at Vincennes, Ind., to his partner, Lewis Brooks, who will continue the business in connection with his son, Fred.

The C. W. Lee Co., of Cyclone, Ind., is making some improvements in his elevator at that place. C. A. Drake is doing the work and the B. S. Constant Co., of Bloomington, Ill., furnished the machinery.

H. J. Nading, of Flat Rock, Ind., has bought a No. 16 Single U. S. Grain Cleaner manufactured by the B. S. Constant Co., of Bloomington, Ill., which is one of the improvements he is making in his elevator this spring.

The Berne Grain & Hay Co. will erect an elevator at Pontherd, a new town about to be established a short distance west of Geneva, Ind. The town is named after Mr. Pontius and Mr. Shepherd, of the grain company.

Bids for the 200,000-bushel elevator to be erected in connection with the plant of the Gwinn Milling Co., east of Columbus, Ohio, have been taken, though it may not be constructed until next year. The new house will cost about \$52,000.

The elevator at Beesons Station, five miles south of Milton, Ind., owned by Ray Stafford, of Muncie, Lunsford Broadus, of Connersville, and S. I. Harland, which was recently destroyed by fire while in the course of construction, will be rebuilt.

The Lake Erie Elevator Co., which was incorporated at Toledo, Ohio, has chosen E. L. Glaser and William C. Reherton, of Chicago; E. G. Curry, of Sandusky; G. W. Woodman and Rathbun Fuller, of Toledo, directors. E. L. Glaser was elected

president and treasurer, and Ralph McDermid, secretary. The company is a subsidiary to the Rosenbaum Brothers, of Chicago, and operates elevators at Toledo, Sandusky and other lake ports.

The Fisher-Jennings Co. recently incorporated at Evansville, Ind., with a capital stock of \$10,000. The life of the company will be fifty years and the stock will be \$100 per share. Norman E. Fisher, John R. Jennings and C. F. Werner are the incorporators and directors.

The Farmers' Grain & Seed Company, which was incorporated last December with a capital stock of \$8,000, intends to erect an elevator at Grelton, Ohio, in the near future. The officers of the company are: F. Krohn, president; W. Jackson, secretary and treasurer, and C. B. Krohn, of Grelton, manager.

The Farmers' Elevator Co., of Elmore, Ohio, has been incorporated by George Clay, S. T. Dromgold, William Kinsting, A. R. Dolph, H. A. Jones, Louis A. Schaaf, Hugo O. Mauch and Herman Kardatzsi, with a capital stock of \$25,000. The company will either purchase the Magee & Pafenbach Elevator or build a new one.

The Central Elevator Co., of Indiana Harbor, Ind., operating the Lake Shore & Michigan Southern Railway Elevator, is increasing its capacity. The work is being done by the Barnett & Record Co., of Minneapolis, Minn., and the Skillin & Richards Mfg. Co., of Chicago, are furnishing the elevating, conveying and transmission machinery.

EASTERN.

Brinton Walter intends to erect an elevator and a warehouse at Christiana, Pa.

The New Market Coal & Grain Co. of New Market, N. J., has been incorporated with a capital stock of \$30,000.

The Eastern Grain Co. has succeeded the H. T. Bailey Co. which has plants at Bangor, Milo, Oldtown and Pittsfield, Me.

The Globe Elevator Co. of Buffalo, N. Y., recently increased its capital stock from \$25,000 to \$100,000. The offices of the company are now at the new feed mill.

The Hartford Hay & Grain Co. of Hartford, Conn., has been incorporated with a capital stock of \$20,000, by Marshall H. Fuller, Meade E. Griffin and Marshall J. Fuller.

Morris Brothers of Oneonta, N. Y., are rebuilding their 40,000 bushel elevator which was destroyed by fire last September. The A. E. Baxter Engineering & Appraisal Co. has the contract.

The Charles F. Schmale Co. of Manhattan, New York City, N. Y., has been incorporated by Charles T. Schmale, Jacob Hager and Anna Hager of Brooklyn, N. Y. The capital stock of the company is \$5,000.

Arthur C. Milot, C. Albert Milot and Antoine L. Milot of Woonsocket, R. I., have incorporated under the name of the Milot Brothers Co. with a capital stock of \$35,000, for the purpose of buying and selling grain besides carrying on other business.

THE DAKOTAS.

The Farmers' Elevator at Palermo, N. D., has been sold.

A. E. Chilson has sold his elevator at Butler, S. D.

B. C. Phipps has sold his elevator at Mose, N. D., to Hans Aarestad.

The new elevator at Havelock, N. D., has been opened for business.

Lew Wolfe has traded his elevator at Verdon, S. D., for some land in Minnesota.

Grain cleaning machinery is being installed in the Movius Elevator at Veblen, S. D.

John Legaard recently purchased the elevator of the Chilson Grain Co. at Chilson, S. D.

E. Blankinburg of Henry, S. D., will probably handle feed in his elevator at that place.

A co-operative company has been organized at Zell, S. D., and an elevator will be erected.

The Farmers' Elevator at Springfield, S. D., is now open for business with James McCollum as buyer.

The newly incorporated Farmers' Elevator Co. of Rockham, S. D., has elected C. Hogeboom, president and A. B. Linn, secretary.

Plans are being made for the organization of a farmers' grain company and the building of a large elevator at Hitchcock, S. D.

William Graham and Angus McKiver have purchased the elevator at Croton, S. D., formerly operated by Elmer Torbit of the Christian estate of Minneapolis.

T. E. Ibberson, of Minneapolis, Minn., contractor, is building an elevator for G. W. Van Dusen & Co., at Wasta, S. D. It is equipped with the

B. S. C. elevator boot feeder, manufactured by the B. S. Constant Co., of Bloomington, Ill.

The Sleepy Eye Milling Co. has sold its elevator at Flandreau, S. D., together with its other houses to the Van Dusen, Harrington Co.

M. A. Davis has sold his elevator together with his other holdings at Flandreau, S. D., to Ole Aaker, who will take possession about May 1.

The Farmers' Elevator Co., of Parkston, S. D., which was recently organized, has elected the following: Gottlieb Wenzel, president and J. A. McClain, secretary.

A meeting was held recently by the farmers in the vicinity of Powers Lake, N. D., for the purpose of considering the proposition to erect and operate an elevator at that place.

The Van Dusen Elevator at Arlington, S. D., has been offered for sale and the purchaser is to remove the house from its present site as the land is to be used for a small park.

Bids for the construction of a 30,000-bushel grain elevator at Dimock, S. D., will be received up to March 18, by the Farmers' Co-Operative Co., of which Henry Kurtenbach is secretary.

The elevators of the Sleepy Eye Milling Co. at Elkton and Grant Siding, S. D., have been leased by G. W. Van Dusen & Co. Charles N. McDonald will continue to be the agent in charge at Elkton.

CANADIAN.

An elevator with the capacity of a million and a half bushels will be constructed at Regina, Sask., by an American capitalist.

An elevator will be erected at New Liskeard, Ont., on the Temiskaming & Northern Ontario Railway in connection with Salmon's mill.

About 1,200 bushels of wheat was recently stolen from the Empire Elevator at Fort William, Ont., by some of the employees. Three of the men were sentenced to five years each in the Stony Mountain Penitentiary.

TOLEDO LETTER.

BY E. F. BAKER.

A few scattering reports are coming in from various sections of Ohio, showing slight damage to growing wheat. The plants are said to be turning brown, but this condition is not unusual at this season of the year, and but little credence is placed in the reports by those in closest touch with conditions as they exist. Prospects are very flattering at this time, but the next thirty to forty days is considered the crucial period, owing to alternate thawing and freezing and the upheaval of the surface resulting in damage to the roots of growing plants. In the meantime, there has been normal activity in the local wheat market. Receipts during the week ended March 10 amounted to 45,000 bushels with shipment of 12,800 bushels. Estimated supply in stock here is 1,162,500 bushels. Local consumption has been quite heavy and stocks were reduced last week 58,902 bushels. Toledo millers turned out 28,800 barrels of flour last week as against 17,300 barrels a year ago, and 13,500 barrels two years ago.

A heavy decrease was also noted in the local supply of corn last week, when stocks were cut down 146,807 bushels to a total of 245,996 bushels. The corn market has been exceptionally brisk recently. Farmers and small elevators have been selling liberally, and no longer show a disposition to hold for higher prices. Receipts during the past week have amounted to 192,400 bushels, and shipments have approximated 95,000 bushels. Corn qualities are still far from satisfactory, moisture tests showing a poor condition, and possibility of rot and mould a little later on when warm weather arrives. Out of 178 car arrivals of the past week, not a car of No. 2 was included, while 16 cars of sample were in the list. Of the balance 58 cars graded No. 3, and 104 cars No. 4 cash corn closed yesterday at 47c; May at 50½c; July, 51¼c, and Sept. at 52¼c. There is still a large percentage of Ohio corn in first hands.

Outgoing shipments of oats exceeded receipts last week, being 52,900 bushels against 40,500 bushels. The excellent quality of Ohio oats has been responsible for a strong Eastern demand. Farmers are still holding considerable of last year's crop, and are apparently in no hurry to sell. The supply here is also low, being estimated at 149,433 bushels, about 18,000 bushels less than last week. Cash oats, and July closed yesterday at the same figure, 32¼c, while May closed at 33¼c and Sept. at 32c. Indications point to a slightly increased acreage of oats in 1911.

A bill regulating the operations of bucket-shops in the state of Ohio, and known as House Bill No. 260, has been introduced into the state legislature and will in all probability become a law before the session closes. The measure meets with the approval of grain men here, and while it has not been given formal approval by the Toledo Produce Ex-

change, it meets with the general favor of its members. The first section makes it an offense to keep a "bucket-shop," punishable by a fine of from \$200 to \$500, or imprisonment for six months, or both, for the first offense. Subsequent offenses are punishable by fine of from \$500 to \$1,000 and imprisonment in the penitentiary for not more than three years nor less than one year, and, if a corporation, its charter is forfeited. A "bucket-shop" is defined to be "an office, store or other place wherein the proprietor or keeper thereof, or other person or agent, either in his or its own behalf, or as the agent or correspondent of any other person, corporation, association or co-partnership within or without the state, conducts the business of making, or offering to make, contracts, agreements, trades or transactions respecting the purchase or sale, or purchase and sale, of any stocks, grain, provisions, cotton, or other commodity, or personal property, wherein both parties thereto, or said proprietor or keeper, contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be closed, adjusted or settled according to or upon the basis of, the public market quotations of prices made on any board of trade or exchange, upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in by competitive buying and selling, and without a bona fide transaction on such board of trade or exchange; or wherein both parties, or such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or terminated when the public market quotations of prices made on such board of trade, or exchange, for the articles or securities named in such contracts, agreements, trades or transactions, shall reach a certain figure; and also any office, store or other place where the keeper, person or agent, or proprietor thereof, either on his or its own behalf, or as an agent, as aforesaid, therein makes, or offers to make, with others, contracts, trades, or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate or intend the actual or bona fide receipt or delivery of such property, but do contemplate or intend a settlement thereof, based upon differences on the price at which said property is, or is claimed to be, bought and sold. The said crime shall be complete against any proprietor, person, agent, or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or not."

Section 13077 provides that, "It shall be the duty of every commission merchant, co-partnership, association, corporation, person or persons, or agent or broker in this state engaged in the business of buying or selling, or of buying and selling stocks, bonds, grain, provisions, cotton or other commodities, or personal property for any person, principal, customer or purchaser, to furnish within three days thereafter to any customer or principal from whom such commission merchant, broker, co-partnership, corporation, association, person or persons, or agent has executed any order for the actual purchase or sale of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold" and in case of failure or refusal to furnish such statement, that fact shall be prima facie evidence of a violation of the law."

A farmers' elevator company has been organized and incorporated at Elmore, Ohio, with a capital stock of \$25,000, by George Clay, S. T. Dromgold, A. R. Dolph, H. A. Jones, Louis Schaaf, William Kinzing, Hugo Mauch and Harmon Kardatzke. It is said the new concern is negotiating for the purchase of the Magee & Pfaffenbach elevator. Should negotiations fail it will build a new elevator.

Fred King, of C. A. King & Co., has returned from a trip to New Orleans, where he took in the Mardi Gras. He is enthusiastic and pronounces New Orleans "the most interesting and picturesque city in the country."

Seed men of Ohio are much pleased with the present status of the Huber seed bill, which for a time promised all kinds of trouble for seed dealers because of its unfair provisions. The bill is still in the hands of the committee with little prospect of ever again seeing the light of day.

The grain elevator of M. R. Correll, of Bowling Green, O., located at Lucky, Ohio, has been purchased by W. L. Kurfess and Paul F. Beuble. Harry Zoll, who for several years has been in charge of the business, will remove to a farm, and Mr. Deuble will assume the management.

W. H. Haskell, a prominent Toledo grain man, has purchased the residence of A. L. Irish, located on Collingwood avenue, the choicest residence street in the city. The purchase price is said to have been in the neighborhood of \$15,000.

Alfred Wannamaker, vice-president of the Toledo Grain & Milling Company since 1891, and one of the best known grain men of this section, died

recently at his home from paralysis. He was born in Trumbull County, Ohio, 66 years ago. In 1869 he operated a grain elevator at West Salem, Ohio, and continued in business there until 20 years ago when he came to Toledo. He suffered a paralytic stroke about two years ago which retired him from active business. He leaves a wife, one son, and two daughters.

Considerable opposition has been aroused by the introduction of a bill in the Ohio legislature providing that all persons who hale hay must place a tag bearing their name and address upon each bale. It is intended to protect purchasers from the practice of placing poor hay in the center of bales. The bill has met with protests from the Ohio Hay Dealers' Association.

C. R. Einsel, who for a number of years has operated elevators at Bloomville and Republic, Ohio, has sold both plants to Miller, Fike & Dellinger, of Lykens, who will operate them in connection with their elevator at Lykens. W. H. Fyke will have charge of the Bloomville elevator.

George W. Wagoner, of the Wagoner Milling Company, an East Toledo concern, has been admitted to membership in the Toledo Produce Exchange.

About half a hundred members of the Northwestern Ohio Grain Dealers' Association met recently at the Boody House, where an informal session was held, and matters of interest to the trade discussed. Sec'y T. P. Riddle, of Lima, presided.

The general code of Ohio will probably be amended to more clearly express the meaning of the law relating to feed stuffs offered for sale in this state. The present law has been somewhat ambiguous and this has led to confusion in interpreting its provisions. The amendment is favored by grain and milling interests here. As amended the new law will be as follows: "Whoever violates or fails to comply with any provision of sections 1129, 1130, and 1131 of the General Code, or sells, or offers for sale within the state feed stuffs containing a smaller percentage of crude protein, a smaller percentage of crude fat, or a larger percentage of crude fibre than it is certified to contain, shall be fined not less than One Hundred dollars nor more than Two Hundred dollars, and shall be liable for damages sustained by the purchaser thereof. A deficiency of two per cent, of crude protein claimed, or of crude fat claimed, or an excess of two per cent of crude fibre claimed in an analysis of feed stuffs shall not be evidence of a fraudulent intent."

[For the "American Elevator and Grain Trade."]

ST. LOUIS & SOUTHERN GRAIN AND FEED NOTES.

BY L. C. BREED.

John L. Messmore and Edward M. Flesh, of the Exchange, visited Washington by appointment of President Garneau to represent the organization to oppose the Scott anti-option bill.

Retrenchment was applied to the Traffic Bureau of the Exchange by the Board of Directors. J. C. Lincoln, traffic commissioner, accepted a cut in salary from \$10,000 to \$7,500 a year.

Eugene Smith, assistant secretary of the Exchange, has taken charge of the Publicity Bureau. Bert Ball, the former manager, resigned to take a position as secretary of the Seed Improvement Committee of the Council of North American Grain Exchanges.

Emil W. Gessler was elected manager of the St. Louis Grain Clearing House. His salary will be fixed at \$2,500 per annum. J. Harry Watson was elected assistant manager. Mr. Gessler is an old member of the Exchange, having in 1877 entered the employ of D. R. Francis & Bro., and remained with that house for twelve years. Afterwards he formed a copartnership with F. D. Woodlock, under the style of Woodlock & Gessler. The firm has been dissolved, Mr. Woodlock retiring from the commission business. Mr. Watson has been with the firm of F. D. Gill & Co. He has been a pit trader for several years.

At the election held February 28, the proposed rule of the Exchange abolishing destination weights on grain shipped or consigned to the St. Louis market, after a hot fight, was defeated. The vote was as follows: In favor 312; against 269. As the rules of the Exchange require a two-thirds vote to amend them, the rule was lost, although there were 43 more votes cast for the amendment than against it. There was strong feeling on both sides. The elevator men as a body were in favor of it and millers, in general, were in opposition. The Southwest Millers' Association and the Southern Illinois Millers' Association declared against it. Both sides took steps to bring out every possible vote.

The state authorities have ruled that a payment of 25 cents on each contract must be paid, and that the practice of "bunching" a number of trades in grain, which are passed from one to the other member of the Merchants' Exchange and only one payment made, will not be allowed. An issue of stamps will be provided, one of which will be attached to each certificate. The amount turned in by the

Kansas City Board of Trade was \$60,000, and by the Merchants' Exchange \$17,000.

Charles J. Reed, a broker connected with the Eugene Dreyer Commission Company, was stricken with heart failure while on the floor of the Exchange. He was quickly removed to the City hospital in an ambulance.

Mike Cooney, proprietor of the cafe in the basement of the Exchange building, presented the Merchants' Exchange with a silver tray and pitcher in appreciation of being allowed to retain the cafe concession for so many years, notwithstanding other parties had tendered higher bids in the meantime.

At a special election March 9, held for the purpose of voting on the question of an appropriation of \$750 for the Crop Improvement Committee of the Council of N. A. Grain Exchanges, the measure was carried, thus coming into line with Chicago and Kansas City in support of the movement for better seed.

NEWS FROM ILLINOIS AND THE SOUTHWEST.

J. G. Goodwin, R. C. House, B. C. Moore and L. V. Beatty, members of the Kansas City Board of Trade, recently visited Port Arthur, Texas, for the purpose of looking into its facilities for receiving, handling and shipping grain. They inspected the water front, docks and elevators and were favorably impressed with local conditions.

The Nelson Grain Company, of Kansas City, Mo., has purchased a lot fronting on the Belt Line tracks at Thirtieth Street and Fairmount Ave., upon which they will erect a new 3-story grain mill and hay house to cost approximately \$87,000. The lot has a frontage of 187 feet on the Belt Line tracks and extends a like distance to Thirtieth street. The consideration was \$18,000.

Dick Carter and Chas. Holt, Mexico, Mo., have opened a feed store in Sellard's old stand a block west of Pollock's mill.

The St. Joseph Hay & Feed Company, of St. Joseph, Mo., has been incorporated. The capital stock is \$4,000. The incorporators are J. W. Edwards, G. B. Voorhees, J. W. Driver and others.

The members of the Kansas City Grain Dealers' Association who visited New Orleans by special train during the Carnival season, were shown the river front and harbor by a committee from the Board of Trade headed by W. L. Richeson, grain inspector. The tug Samson, belonging to the Dock Board, carried the party on the river trip. The party left on Wednesday to visit Gulfport and returned to Kansas City by way of Vicksburg.

Several of the leading farmers in the vicinity of Kirkwood, Ill., are subscribing to the stock of a new farmers' elevator company to be organized in that place. The company is being promoted by Messrs. Ralph Tinkham, Walter Oaks, W. S. Brown and A. H. Pape.

The Farmers' Elevator Company at Bothaldo, Ill., after being operated for eight years as a mutual affair in which farmers could hold their grain for high prices will be sold, the owners having decided to quit. The high prices for all kinds of grain made it unnecessary for the farmers to hold their crops and the elevator business fell away.

H. E. Saathoff has been elected to the position of manager of the Farmers' Grain & Live Stock Company, of Litchfield, Ill., to succeed H. S. Ball, who had been with the company since its organization. Mr. Saathoff resigned the position of chief of police to re-enter the grain business, he having been with Nobbe Bros.

The Farmers' Elevator Company, of Ridgely, Ill., has been incorporated. The capital stock is \$12,000. The incorporators are Frank Jones, R. S. Bines and J. E. Castle.

The Five Points Grain Company, of Petersburg, Ill., has increased its capital from \$5,000 to \$10,000.

The Dry Grove Farmers' Grain Company, of Dry Grove Township, McLean County, Ill., has been incorporated. The capital stock is \$5,000. The incorporators are E. C. Weinheimer, Ashby Utley and C. F. Kaufman.

The Farmers' Grain Company, of Dorans, Ill., has increased its capital stock from \$10,000 to \$20,000.

The Putnam Grain Company, of Putnam, Ill., has been incorporated. The capital stock is \$10,000. The incorporators are H. W. Downey, David Bachman and Wm. Drake.

The Prentice Farmers' Elevator Company, of Ashland, Ill., has increased its capital stock from \$8,000 to \$20,000.

At the meeting of the Farmers' Grain Dealers' Association, held at Springfield, March 8, the proposed reciprocity treaty between the U. S. and Canada was opposed in a vote passed by the association as being detrimental to the interests of farmers.

The Farmers' Elevator Company, of Hubbard, Ia., has purchased the elevator, feed and coal business of C. C. Buck.

The cereal plant of the Clinton Milling Company, Clinton, Ia., which was recently destroyed by fire, will be replaced by a modern structure built of concrete.

The Cedar Falls Mill Company, Cedar Falls, Ia., whose plant was recently destroyed by fire, will rebuild.

The Farmers' Shipping Company, of Kimballton, Ia., has been incorporated. The capital stock is \$15,000. The incorporators are N. A. Hanson, Peter Peterson, Chris. Christensen, H. P. Bonnesen and others.

A farmers' elevator company is to be formed at Highview, near Webster City, Ia. It will probably start off with a capitalization of \$10,000. E. C. Dunn, of Mason City, Ia., is assisting in the formation of the company.

The Kaufman Boyle Grain Company, of Wichita, Kas., will erect a large terminal elevator of 700,000 bushels capacity and equal in height to a seven-story building. The cost will be between \$100,000 and \$125,000. The elevator will be completed in season to handle the 1911 season's crop. It has been under consideration for some time but plans never crystallized until the coming of the Midland Valley Railroad. This will insure a southern market, a thing which Wichita has never possessed before.

The elevator at Traer, Kas., near McCook, Nebr., and owned by Real & Easterday, of McCook, has been sold to James Decker.

Edward Van Steenberg, manager of the Farmers' Elevator at Hildreth, Nebr., who was seriously injured several months ago at the elevator, is on the road to recovery. At a recent meeting of the stockholders of the company \$600 was raised and presented to the injured man.

The Farmers' Elevator Company, of Cortland, Nebr., held its annual meeting recently, which was attended by nearly one thousand persons. A dinner was served in the town hall free to all in attendance. The following officers were elected: J. T. Whalen, president; C. C. Wolf, vice-president; W. E. Robbins, secretary; David Boesiger, treasurer; J. T. McPherson, manager. During the last year the company purchased 45,000 bushels of wheat, 25,114 bushels of oats and 75,000 bushels of corn. The financial report showed a net gain of \$3,212.79.

The board of directors of the Farmers' Grain Elevator Company, Axtel, Nebr., at a recent meeting elected a new manager. Axel Carlson was chosen. Jim Johnson, who has been manager for the past six years, has resigned, to accept a position as manager of the Crete Milling Company's elevator at Axtel.

Rudolph Beal, of the Beal-Vincent Grain Company, of Omaha, Nebr., recently gave the regular annual fish dinner to members of the Exchange. He captured seven huge muscalonge in a far-off lake in Minnesota. They were all nearly as long as an average man. The dinner was served at the Young Men's Christian Association rooms.

A new company, to be known as the Farmers' Elevator Company, has been organized at Bradish, Nebr. The following officers have been elected: President, David Fitch; secretary, M. E. Jennings; treasurer, L. G. Pusard. The erection of an elevator will be begun at once.

The Tishomingo Grain Company, of Tishomingo, Okla., has been incorporated. The capital stock is \$5,000. The incorporators are T. C. Ware, J. W. Chapman, A. Rennil and H. W. Seely. These parties also constitute the board of directors.

The elevator of the Ponca City Mill & Elevator Company at Wakita, Okla., was burned February 28, causing a loss of \$12,000.

The Jonesboro Roller Mill Company, of Jonesboro, Ark., will erect a 50,000 bushel elevator of steel and concrete in the near future.

Proof of final payment capital stock has been filed by the Nocona Farmers' Union Warehouse Company, of Nocona, Texas.

The Ennis Milling Company, of Ennis, Texas, has been incorporated. The capital stock is \$10,000. The incorporators are J. W. Allison, Alex P. Allison and Andrew Allison.

The Merchants' Grain Company, of Palestine, Texas, has been incorporated. The capital stock is \$20,000. The incorporators are A. F. Sledge, S. W. Walker and C. D. Joyce.

The grain warehouse of Webster & Company at Lamar and Hays streets, San Antonio, Texas, was destroyed by fire February 16, causing a loss of \$10,000, partly covered by insurance. The warehouse occupied an entire block, and contained 800 tons of hay, and about 75 carloads of grain, part of which was saved.

W. L. Latting, who for some time has been engaged in the feed milling business at West Orange, Texas, has lately opened a brokerage office at Orange.

W. J. McCormick, of El Paso, Texas, has removed to West, Texas, where he will engage in business, having purchased the grain and feed business of the Denton Grain Company. Mr. McCormick has been for several years engaged in handling stock.

The Sherman Mill & Grain Company, of Sherman, Texas, has been incorporated with a capital stock of \$75,000.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Title to Grain Between Buyer, Seller and Bank not Paying Check but Getting Warehouse Receipt as Collateral.

The Missouri Court of Appeals says that the plaintiff in the case of Wright vs. Mississippi Valley Trust Company, 129 Southwestern Reporter, 407, sold on the floor of the Merchants' Exchange in St. Louis a car load of wheat, then on the track in said city, to be delivered at an elevator in East St. Louis. The wheat was sold by sample. At the time of the sale the weights were unknown, and nothing was said about terms of payment.

By custom sales made at the Merchants' Exchange, in the absence of any other agreement, were deemed cash sales, to be paid for on delivery and ascertainment of weights. The plaintiff had this car of wheat reshipped, with directions to deliver to the elevator referred to, to the account of the purchasing firm. This was done and the weight sent to the plaintiff and the warehouse receipt for the grain sent to the buyers, who issued to the plaintiff their check on the defendant Trust Company for \$999.38 in payment for the wheat. When the check was presented for payment its payment was refused, on account of the purchasing firm having failed. But the day before the check was presented the firm, having overdrawn their account with the Trust Company, deposited with it the warehouse receipt aforementioned, with other collateral, to secure their overdrafts. Then the plaintiff, upon learning of that fact, demanded of the Trust Company the return of the car of wheat or the delivery of the warehouse receipt, which was refused. The Trust Company disposed of the car of wheat and applied the proceeds upon the indebtedness of the firm; and the plaintiff brought this action against the Trust Company for the conversion of the wheat.

The first question to be considered was: Did the title to the wheat under the circumstances pass from the plaintiff to the buyers? If it did, then the plaintiff had no claim whatever against the defendant Trust Company; but, if it did not, then, if it was true that the defendant was a bona fide holder for value of the warehouse receipt, still the plaintiff could not recover in this action; but, if the defendant was not a bona fide holder for value, then he could.

Now, the general rule is that a sale of personal property, unless a different agreement is made, is a sale for cash; that is, to be paid for on delivery; and unless payment is made upon delivery, title does not pass, and the seller may retake the property sold. It is true that the question as to the time of payment, even though it be a cash sale, may be waived by the seller, and if it is, then title passes and becomes complete in the buyer; but, under the evidence in this case, the court thinks the sale was a cash one. The fact that the car was on the track and its weights were unknown made it impossible to determine the amount to be paid until the grain should be weighed. The grain having been sent to the elevator, there weighed, the weights returned to the plaintiff, he having immediately demanded payment, and the buyers having issued their check to him for that purpose, the court thinks clearly showed that the intention of the parties was that payment should be in cash; and the shipping of the grain to the elevator for weight and the receipt of the check being according to the usual custom was not a waiver of that provision, and hence the court's conclusion is that, as between the plaintiff and the buyers, title did not pass to the latter; and when their check was dishonored the plaintiff had the right to retake the wheat unless the warehouse receipt, which was a negotiable instrument, was being held by the defendant Trust Company as an innocent purchaser for value.

The Trust Company claimed to have had a "running agreement" with the buyers that should they overdraw their account on any date they would, before the close of business hours on that day, deliver to the company collateral to secure the money paid on such overdrafts. But granting that, the court holds that it did not make the Trust Company a bona fide purchaser or holder for value of the warehouse receipt, the facts showing the consideration for the transfer of the receipt to have been a pre-existing debt, for the debt was in existence before the transfer was made; for the creation of the debt by the payment of the money on the overdrafts and the transfer of this collateral could not be held to be contemporaneous, for the reason that the money was not paid under an agreement that this particular collateral should be furnished, and this being true, the fact that the time which elapsed between the creation of the debt and the transfer of the collateral was short, both occurring on the same day, could make no difference.

Wherefore, a judgment in favor of the plaintiff is affirmed.

THE EXCHANGES

The anti-futures bills in Congress died with the session on March 4.

The Cincinnati Chamber of Commerce's new quotation board is now in place.

The annual banquet of the Baltimore Chamber of Commerce was given on March 10.

The Wichita Grain Exchange has adopted a resolution opposing the reciprocity agreement.

The Louisville Board of Trade has purchased a moisture tester for the inspection department.

The Pittsburgh Grain and Flour Exchange has adopted resolutions favoring the reciprocity agreement.

The Montreal Corn Exchange has adopted a resolution favoring "the immediate improvement of the new Welland Canal."

The Chicago Board of Trade compilation of the "visible supply" now includes stocks in private elevators, Chicago and Omaha.

Emil W. Gessler has been appointed manager of the new clearing house of the St. Louis Merchants' Exchange, at a salary of \$2,500.

Memberships on the Minneapolis Chamber of Commerce have advanced to \$4,000; the last recorded sale having been at \$3,800.

The editor acknowledges, with thanks to Sec'y H. S. Herring, receipt of a copy of the Twenty-eighth Annual Report of the New Orleans Board of Trade.

The proposed rule that all grain handled by St. Louis shall be unloaded and weighed by the Merchants' Exchange weighers was defeated on February 27.

The Memphis Merchants' Exchange has elected a grain and hay freight commissioner and appointed C. B. Stafford commissioner and E. R. Gardner, chief weigher and inspector.

Teresa Cella, who for a generation has sold fruit at the south door of the Board of Trade trading room, is dead; and thus passes one of the historic and picturesque figures on the floor.

The Winnipeg Grain Exchange has invited the Manitoba Grain Growers' Association to assist in forming a committee for joint conference on the shipment and marketing of the grain of the Canadian Northwest.

The long dispute in regard to grain weighing in the Cincinnati Chamber of Commerce has been settled by an agreement to establish an independent weighing bureau under the absolute control of the Chamber and not the elevators.

The Winnipeg Grain Exchange on February 22 adopted a resolution expressing the opinion that "the proposed measure of reciprocal trade between Canada and the United States of America now under consideration at Ottawa and Washington if ratified will not be in the best interests of Canada."

The directors of the Omaha Exchange have adopted a rule providing that the paying of reversed telephone calls or collect telegraph messages by members when soliciting consignments or grain to arrive shall subject such member to a fine of \$5 for the first offense and \$25 for each subsequent offense.

The Winnipeg Grain Exchange on February 17 adopted a resolution expressing the opinion that "the passing of the proposed legislation regarding a measure of reciprocity with the United States will affect the Canadian grain trade; and in order that the grain trade may be in a measure conserved for Canada, it is essential that there shall be amendments to the present grain and inspection acts."

FT. WILLIAM GRAIN EXCHANGE.

A grain exchange at Fort William, Ont., was constructively organized on February 25 with the following members: W. H. McWilliam, J. P. Jones, E. R. Wayland, J. W. Halen, N. W. Patterson, W. J. Ross, F. W. Bell, H. Ryan, Wm. Armstrong, Cook, Geo. Eoll, D. W. Black, J. R. Smith, Albert Sellers, A. A. Wilson, J. Wolvin, J. Burns and Dr. T. E. Deane. The details of the organization have not yet been developed.

NEW OFFICERS AT DETROIT.

The following officers of the Detroit Board of Trade have been elected for 1911-12:

President, Arthur S. Dumont.

First Vice-President, Harry B. Simmous; Second Vice-President, Frederick W. Blinn.

Directors—Henry M. Hobart, James T. Shaw, Frank T. Caughey, Herman F. Zink, Clinton R. Huston, David Stott, George Beck, William H. Hart.

Committee of Arbitration—L. A. Parsons, C. M. Carran, J. T. Hornung, F. J. Simmons, Robert Henkel, F. Wm. Lichtenberg, M. Neckel, C. H. Barrett, T. C. Craig, F. B. Northwood.

Committee of Appeals—A. J. Ellair, G. L. Fleitz,

F. Emmons, K. P. Kimball, W. R. Orr, W. Crawford, Charles Clarke, R. L. Hughes, H. J. Mok.

NEW CLUB AT CHICAGO.

The "Board of Trade Club," composed of fifty-three employees of Board firms have been organized for social purposes and mutual benefit. The officers are as follows: President, C. H. Canby, Jr.; vice-president, R. W. Bell; secretary, L. J. Schwabacker; treasurer, H. Nichols; executive committee, K. P. Edwards, J. P. Hermes, W. Springer, C. Peterson, and J. Leonard.

LOUISVILLE INSPECTION.

The grain committee of the Louisville Board of Trade, which handles the inspection of grain at that market, has inaugurated the new system of office inspection. Rooms on the second floor of the Board of Trade Building have been equipped with apparatus for the testing and inspection of grain. Chief Inspector Satterwhite has been reappointed. He has been in service in Louisville for nearly thirty years.

H. D. RIDDICK.

Henry D. Riddick, successor to Capt. Jacob as secretary-treasurer of the Richmond Grain Exchange, has come to that important position by what may be called "natural selection," to resort.



H. D. RIDDICK.

to the terminology of evolution. Born in Richmond, a city that has always been his home, as a boy he started in the grain business with Simpson, Boss & Co., one of the largest dealers in grain, hay, flour, etc., in the capital city. After a connection with that firm which had lasted for several years, he accepted a position as foreman of the Richmond Elevator Company. Two years later he was appointed chief grain inspector of the Richmond Grain and Cotton Exchange, an office he held for three years.

Mr. Riddick resigned as inspector to take a place as grain buyer for the historic Gallego Mills, one of the largest milling plants of the Southeast, remaining with the company for twelve years. Then for some time he was engaged in the grain, hay and brokerage business, which he gave up to become secretary and treasurer of the Grain Exchange.

Mr. Riddick has, therefore, an intimate knowledge of the grain business itself and of the local conditions, rules and customs, and will, no doubt, prove an efficient and popular secretary.

COUNCIL OF EXCHANGES.

The Crop Improvement Committee of the Council of North American Grain Exchanges has opened an office at 607 Goff Building, 234 La Salle St., Chicago, with Bert Ball, late of St. Louis, installed as secretary. The exchanges are all exhibiting a lively interest in the work, and funds are being subscribed in support of the work. The Chicago Board of Trade led off with an appropriation of \$2,000, and was followed by New York Produce Exchange, \$500; Duluth Board of Trade, \$200; Buffalo Corn Exchange, \$100; Toledo Produce Exchange, \$100; Baltimore Chamber of Commerce, \$200; St. Louis Merchants' Exchange, \$750.

SAMPLING AND REINSPECTION.

The following arrangements have been made by the grain committee of the Chicago Board of Trade, with Chief Inspector Cowen, March 3, 1911:

"Resamples—In cases where a resample by the Board of Trade sampling department is found to show any material variation as compared with the sample furnished by the state and an investigation becomes necessary, the state inspection department will appoint a representative to accompany the Board of Trade sampling department's representative to the car, and the two representatives will to-

gether resample the car, which resampling shall be accepted as final. Request for such special resampling must be made through the grain committee.

"Reinspection—In cases where country shippers wire the state inspection department, requesting a reinspection of cars shipped to this market, the state inspection department will proceed with such inspection, and will at the same time notify the consignee at Chicago that reinspection is demanded by the shipper. If the consignee has meantime sold the car, he shall immediately notify the buyer of the intended reinspection of the car."

EXPORT CORN RULE.

The Philadelphia Commercial Exchange has amended the inspection rule to define export corn as follows:

Export white corn shall be sound, dry and reasonably clean. Export yellow corn shall be seven-eighths ($\frac{7}{8}$) yellow, sound, dry and reasonably clean. Export mixed corn shall be sound, dry and reasonably clean. Export steamer corn shall include corn of the above named grades, slightly soft or damp, but must be cool, and in the judgment of the inspector suitable for shipment by steamer. Export No. 3 corn shall include all corn soft, damp, slightly musty, dirty, not damaged, but inferior in quality to steamer corn. Export No. 4 corn shall include all corn inferior to No. 3, but suitable for warehousing. No grade shall include all warm or damaged corn unfit for warehousing. The inspector shall designate the color of the export grades of steamer corn, No. 3 corn, and No. 4 corn, making notation on certificates after naming grade, and store accordingly.

COMMITTEES AT BALTIMORE.

At the February meeting of the board of directors of the Baltimore Chamber of Commerce, the following standing committees for the year were named:

Arbitration—Charles England, John H. Gildea, Jr., Wm. H. Hayward, C. S. Schermerhorn, Louis Muller.

Traffic—Walter Kirwan, Charles England, John M. Dennis.

Foreign Trade—Ferdinand A. Meyer, George S. Jackson, A. F. Sidebotham, C. M. Pitt, Geo. F. Dederer.

Commission Rule—John W. Snyder, Joseph M. Warfield, Robert D. Sinton.

Margins—Louis P. Goldsborough, Thomas P. Loney, Charles England.

Laboratory Committee—J. Collis Vincent, chairman.

Cloverseed—Messrs. J. H. Gildea, William G. Scarlett and Walter Kirwan.

Finance Committee—Messrs. Douglas M. Wylie, W. T. Shackelford and Richard H. Diggs.

Committee on Foreign Trade—Messrs. F. A. Meyer, ex-officio, chairman; George S. Jackson, A. F. Sidebotham, C. M. Pitt and George F. Lederer.

Statistical Committee—Messrs. J. C. Vincent, John H. Gildea, Jr., and Edward M. Sills.

Weighing Committee—Messrs. Lewis J. Lederer, Eugene Blackford and Edward M. Sills.

CHANGES IN GRAIN EXCHANGE MEMBERSHIPS.

Chicago.—Sec'y Geo. F. Stone reports the following changes in membership of the Chicago Board of Trade during February: New members—H. H. Kenkel, Alois Zeckendorf, Benj. A. Squire, Chas. A. Peck, Willard Y. Miller, Thos. M. Howell. Withdrawals—Geo. C. Ryan, W. E. Irwin, Walter B. Atkins, Lawrence Newman, John H. Harwell, Byron J. Carnes.

Cincinnati.—Supt. Murray reports the following members of the Cincinnati Chamber of Commerce elected on March 7, 1911: Harry Hake, architect, Provident Bank Building; W. H. MacAlister, Cincinnati Traction Co., comptroller, Traction Bldg.; Geo. W. Benus, commercial agent, Queen & Crescent Route, Fourth and Vine Sts.; J. R. Stafford, grain and hay commission, 31 E. Third St.

Duluth.—Sec'y Chas. F. Macdonald reports that E. E. Mitchell, Minneapolis, has been elected to membership in the Duluth Board of Trade and that C. E. Burgess, of Devils Lake, N. D., has withdrawn.

Kansas City.—Sec'y E. D. Bigelow reports that J. S. Flautt has been admitted to membership of the Kansas City Board of Trade in the place of Jos. S. Geisel.

Milwaukee.—Sec'y H. A. Plumb reports that the following new members have been elected to membership in the Milwaukee Chamber of Commerce during the month of February: D. L. Barsaloux, E. A. Gaff, Jr., J. P. Dousman, Chas. B. Pierce, Frank B. Rice, and that the memberships transferred were those of D. V. Hales, C. A. Brown, and H. B. Kellogg, deceased.

Omaha.—Sec'y F. P. Manchester reports that R. W. Taylor and W. F. Dawson have been admitted to

membership in the Omaha Grain Exchange and that the membership of Geo. H. Lyons has been sold.

San Francisco.—Sec'y T. C. Friedlander, of the San Francisco Merchants' Exchange, reports the following list of new members admitted to the Merchants' Exchange during the months of January and February: Jacob Barth, J. Barth & Co.; R. Volmer, Volmer & Perry; J. F. Garrette, Garrette & Thomas; Ferdinand Salz, Ferdinand Salz Co.; J. H. Masterson, Masterson-Crandell Lumber Co.; W. G. Tibbits to succeed E. B. Smith; J. C. Meyerstein, Bankers' Warehouse Co., to succeed H. Wadsworth; Jacob Frownfeld, California Wine Association, to succeed Percy T. Morgan; J. B. Carleton, Henry W. Peabody & Co., to succeed Chas. H. Town Estate; R. H. Menzies, Parrott & Co., to succeed W. B. Cochran.

St. Louis.—Sec'y Geo. H. Morgan reports the following new members of the St. Louis Merchants' Exchange: Castleman Coen, representing E. W. Wagner & Co., Chicago; Eugene J. Savoie, St. Louis; Albert Rotbchilds, of the S. S. Carlisle Commission Co. These are by transfer from Eric C. Machette, John W. Noble and C. H. Kreigh.

Toledo.—Sec'y Archibald Gassaway reports that Geo. W. Wagoner, of the Wagoner Milling Co., East Toledo, O., has been elected to membership on the Toledo Produce Exchange.

Wichita.—Wallingford Bros., C. A. Wallingford, of Asbland, Kan., have purchased the seat of James Dohbs on the Wichita Grain Exchange, and E. M. Blue, of the Protection Grain Co., has purchased the seat of E. M. Flickinger.

The editor acknowledges receipt of the "Annual Statistical Report for 1910" of the Board of Trade of Kansas City compiled by Sec'y E. D. Bigelow.

COMMISSION

Whitney & Gibson, Buffalo, have added to their staff H. H. Richardson, late with the Electric Elevator and Milling Co.

The Quinn-Shepardson Grain Commission Co., of Minneapolis, Minn., has opened a branch office for their business at Aberdeen, S. D.

Wentworth P. Mackenzie, associated at Chicago with Shearson, Hammill & Co., has opened an office for that firm in Montreal, Quebec.

The Huntley Commission Co., has been organized at Omaha, Nebr., to carry on a general grain business. Offices are at 203 Brandeis Building.

E. W. Kolb, who has had charge of the foreign grain department of A. O. Slaughter & Co., of Chicago, recently returned from an extended trip abroad.

A. F. Hartley, recently manager of the local branch office at Goodland, Ind., of Lamson Bros. & Co., of Chicago, has opened an office for the firm at Crawfordsville, Ind.

The Carey Jackson Grain Co., of Indianapolis, Ind., has been incorporated with a capital stock of \$10,000. The directors are W. J. Riley, Estella M. Riley and Carey Jackson.

H. D. Russell Company, has been organized at Chicago to carry on a grain and commission business; capital stock, \$10,000; incorporators, Homer D. Russell, David M. Kirton, William J. Candlish.

The calendar of the Merchants' Grain Co., of 74 Board of Trade, Chicago, for March shows a typical winter scene, a young man fastening a lady's skates. The subject of the picture is "Stooping to Conquer."

The Fisher-Jennings Company, of Evansville, Ind., has been incorporated with a capital stock of \$10,000 to deal in grain and seeds. The directors are M. E. Fisher, J. K. Jennings and C. F. Werner.

James E. Seaver, for the past twelve years manager of the Midland Elevator Company, of Kansas City, Mo., and for thirty years a member of the Kansas City Board of Trade, has resigned his position with the company and it is announced he will engage in other business. Mr. Seaver was president of the Kansas City Board of Trade in 1904 and is popular with all his associates. His successor as manager of the Midland Elevator Co. will be C. W. Lane, of Minneapolis.

The Richter Grain Co., of Cincinnati, Ohio, has been incorporated to deal in grain, seeds, flour, hay and mill products with a capital stock of \$50,000. The incorporators are H. E. Richter, Theobald Jeiss, S. B. Richter, O. E. Gordon, William G. Roberts. H. E. Richter, head of the concern, was until recently secretary of the Gale Brothers Company, which office he vacates but retains his interest in the company. They will have offices at 606 Andrews Building.

Revolution permitting, it is expected that Mexico will reduce the import duty on corn after April 1 next, the new rate being 1 centavo per kilo instead of 3. The corn crop of 1911 is as short as that of 1910.

IN THE COURTS

The Farmers' Grain & Supply Co., of Prosser, Nebr., has failed with liabilities of \$30,000.

James E. Southworth, a Boston grain broker, has gone into bankruptcy. His liabilities are \$3,311 with no assets.

A suit has been filed in the federal court at Indianapolis, Ind., by the Sparks Milling Co., of Alton, Ill., for an injunction against the Indiana Millers' Mutual Fire Insurance Co., of Indianapolis and for a receiver for the concern.

The Zorn Grain Co. recently lost its suit against Harvey Harris of Mackinaw, Ill., whom it was suing to recover damages for a quantity of grain which it alleges it contracted for with Mr. Harris but which was never delivered by him.

Eward G. Heeman, of the Chicago Board of Trade, recently filed a voluntary petition in bankruptcy in the United States District Court. His liabilities amount to \$38,397.49, while his assets consist of \$125 and his personal effects.

The Lincoln Commission Co., of Lincoln, Nebr., was recently indicted by the grand jury for violating the state statute relating to the operation of bucket-shops. Another indictment charging a similar offense has been also issued against the company.

William Myer, a farmer living ten miles south of Nora Springs, Iowa, recently brought suit against John Wert, a neighbor, in order to recover \$102 which he paid for seed corn which would not grow. Mr. Wert was fined \$90 and costs. The corn was later sold at market price, bringing \$11.

The case of Elwin H. Grice, of Richford, Vt., against the Quaker Oats Co., recently received a hearing in the Federal court. The plaintiff alleges that the explosion of the defendant's elevator in 1908 which caused much damage to his personal property, was due to the firm's negligence.

Alfred Wake, night watchman; Alfred Constable, fireman, and E. Thomas Nevison, teamster; three of the men who stole grain from the Empire Elevator at Fort William, Ont., have been apprehended by the manager of the elevator and sentenced to five years each at Stony Mountain Penitentiary.

Action has been brought against the Lehigh Valley Railroad by L. G. Loomis & Son, of Victor, N. Y., to recover money which the plaintiffs allege they were forced to expend in order to properly fit the company's freight cars for handling their grain. The defendants claim that they are unable to settle the matter as the case involves a point in the Interstate Commerce Laws.

The Chatham Elevator Co., of Chatham, Ill., has filed a bill of interpleader in the Sangamon County Court against Drury Rose and James S. McConnell. The company has paid Mr. Rose \$585 out of \$1,579.67, for corn which it purchased, but is now being threatened with suit by Mr. McConnell, who claims that he has a lien on the corn to the amount of \$850 for rent due him from Mr. Rose.

An injunction has been asked by the Downs Grain Co., of Downs, Ill., to prevent suit being brought by W. H. Boyer and Fremont Bishop for the amount of \$1,596.07. On November 25 the company purchased 4,200 bushels of corn from the two men, who represented themselves as joint owners of the corn hut each of whom now claims the sole ownership and therefore the right to the money.

The Traders' Grain Co. recently instituted involuntary bankruptcy proceeding against Wirt E. Knapp, of W. E. Knapp & Co., commission merchants, of St. Louis, Mo., as a debt of \$31,766.37 is alleged, for money loaned. It is further alleged that an act of bankruptcy was committed by the payment of a sum approximating \$1,000 to the National Bank of Commerce on December 13, 1910, with intent to prefer.

ARBITRATION DECISIONS.

The following decisions by the arbitration committee of the Grain Dealer's National Association have been kindly supplied by Secretary Courcier:

Dan Joseph Company, Columbus, Ga., plaintiff, vs. T. H. Bunch Commission Company, Little Rock, Ark., defendant.—Before Adolph Gerstonsberg, chm. E. M. Wasmuth and E. A. Grahbs, arbitration committee of the Grain Dealers' National Association. Defendant sold plaintiff on

June 27, 1910, 1,250 bu. 3 or better Red Oats bulk at 43½ del. Columbus, shipment last half of July.

June 27, 1910, 2,500 bu. 3 or better Red Oats bulk at 44½ del. Columbus, shipment first half of July.

June 27, 1910, 2,500 bu. 3 or better Red Oats bulk at 44 del. Columbus, shipment last half of July.

June 25, 1910, 3,000 bu. 3 or better Red Oats bulk at 43¾ del. Columbus, shipment first half of July.

On these contracts, shipments were forwarded—

July 21, 1910, car D. & H. Co. 20654, 1,250 bu. on sale first half of July at 44½.

July 30, 1910, ear A. & St. P. 2735, 250/160 Sx. Oats on sale first half of July at 44½.

July 18 plaintiff communicated by telegraph with defendant and advised them that "if some oats on contract not shipped will have to buy for your account." Defendant replied July 19, "expect to ship all your orders for FIRST HALF JULY shipment this week." Shipments on early contracts already overdue three calendar days, and anticipate shipping at a later day.

July 20 plaintiff wired for "car number on Valdosta car, and requesting car number on balance as fast as shipped."

July 25 defendant replied that "Oats are coming in awful slow; if we find cannot complete your order this week, what would be a satisfactory cash settlement?"

July 26 plaintiff wired: "47 to cover our purchase; advise if shall buy, and how many."

July 26 defendant wired, "Due you 6,750 hu., will settle on basis 46 Columbus or we will ship at contract price during August."

July 27 plaintiff wired: "47 best can do, you pay brokerage original sale or ship oats as sold; this final; advise what to do."

July 28 defendant wired: "Our offer of settlement at 46 is on the market and this is all we can do; otherwise we will leave it to arbitration."

July 28 defendant and plaintiff wire each other in cipher, but as such are not translated, we presume they cover no vital point, as their contents are not referred or alluded to by either.

July 29 plaintiff wired: "Are buying for your account 6,750 bu. Red Oats July shipment at 48 hulk, or will settle 47, you paying brokerage." This proposition was not replied to by defendant.

July 29 plaintiff introduces messages this date from various parties, wherein such oats are offered at 48, basis Columbus, Ga., July shipment.

Failure to ship as per contracts resulted in plaintiff being required to complete their contracts on basis of 48c per bushel, Columbus, Ga., basis, and resulted in losses on contracts of:

June 27, 1,250 bu. 3 Oats sold at 43½ at a loss of 4¾ per bu.....	\$ 59.38
June 27, 2,500 bu. 3 Oats sold at 44 at a loss of 4 per bu.....	100.00
June 25, 3,000 bu. 3 Oats sold at 43¾ at a loss of 4¼ per bu.....	127.50

Total\$286.88

They also claim \$46.25 for brokerage on the purchase of 9,250 bu. 3 Oats at ½ per bushel.

Defendant in his plea alludes to the quotations submitted where plaintiff could have completed his contract at 1c per bushel less by securing "offer of July 29, next week's shipment to be 47 cents delivered Columbus, Ga., which is as quick as shipment is to be reasonably expected to be made after purchase was or should have been made to cover the contract."

This offer made was August shipment and could not be considered on last half July shipment and was too late to complete first half of July shipment. It emphasizes the point, however, that a basis of 48c per hu. July shipment was not out of line as to price, as August shipment has in its favor the larger movement and the benefit of lower future market.

Failure to complete shipment does not permit defendant to have the benefit of Rule 7 of Trade Rules, as he prevented plaintiff from putting such rule into action by declining propositions of July 26th, 27th and 29th.

Plaintiff claims \$46.25 for brokerage on 9,250 bushels 3 Red Oats bought, and of which 2,500 bushels were shipped and accepted. This claim is not allowed, as plaintiff can claim loss only on non-fulfillment of contract, unless such charge was necessary to secure property that was applied on contracts due, and such payment of said charge has been produced.

Our conclusion is that defendant pay plaintiff two hundred eighty-six 88/100 Dollars (\$286.88) and defendant pay the cost of arbitration.

Langenberg & Co., St. Louis, Mo., plaintiffs, vs. Geo. B. Matthews & Sons, New Orleans, La., defendants.

On August 5, 1910, plaintiffs sold defendants two cars of No. 2 White Oats at 41½ delivered, shipment to be within five days via I. C. R. R., to be loaded 48,000 bushels to each car.

On this contract cars—

Ft. W. & D. 5024, 2 White Oats, was loaded on Aug. 11, 1910, at the Venice Elevator on the C. & A. R. R.

Wah. 62236, 2 White Oats, was loaded on Aug. 11, 1910, at the Rogers Elevator on the C. B. & Q. R. R.

This was further evidenced by proper inspection certificates under date of Aug. 11, 1910, for each car, showing grade to be No. 2 White Oats.

Defendants contend that delivery was not in accordance with terms of the contract, as hills of lading were dated Aug. 12 and 13, 1910, and declined receipt of property, which made it necessary for plaintiffs to establish their loss by having the property sold for the "account of whom it may

concern," which sale was made at 37½, or a loss of 4 cents per bushel.

Defendants instructed that this shipment was to be forwarded via I. C. R. R., which railroad used connecting railroad to make connections where property was located. These same connections were required when loaded cars were to be delivered to I. C. R. R. The I. C. R. R. admit that cars were loaded Aug. 11 but directions received only on the 12th, and bill of lading issued same date.

Dray tickets showed date of Aug. 11, 1910, with instructions for delivery to I. C. R. R., for account of plaintiff. The evidence, too, here shows conclusively that the plaintiffs had performed the conditions of the contract. The exchange of dray tickets for bills of lading now becomes necessary and such could not be done until Aug. 12, and explains why such dates do not agree with dates of dray tickets. These dates and exchange of documents are railroad requirements and beyond the power of the plaintiffs to correct or control.

The defendants refer to rules of the Cotton Seed Crushers' Association, wherein they rule that the bills of lading shall be evidence of the date of shipment. We must be guided by Rule 5 of our Trade Rules, which instructs us that, "grain must be actually loaded and billing instructions must be furnished the Railroad Company in accordance with the custom then in vogue at the shipping point."

This shipment was loaded within the contract time and its shipment handled in accordance with the custom prevailing at the shipping point.

Car Ft. W. & D. 5024 contained. 1,500 bu. Oats.
Car Wab. 62236 contained. 1,679/22 bu. Oats.

Total 3,179/22 bu. Oats.
The contract was for two cars, each 48,000 bu. oats, being 3,000 bu. sold at 41½ and resold at 37½, showing a loss of four cents per bushel, or \$120, which amount we award to the plaintiff. Cost of arbitration to be paid the defendants.

ARBITRATION DECISIONS.

For the following arbitration decisions, the editor is indebted to the kindness of Secretary G. J. Gibbs of the Texas Grain Dealers' Association; all are by the Tri-State Appeals Board, sitting at Oklahoma City, Okla., and composed of J. H. Shaw, L. G. Belew and H. Work, committee, all of whom sign each and all of the decisions, which are attested by Secretary Gibbs:

KOLP VS. BEST ET AL.

E. R. & D. C. Kolp, Fort Worth, Texas, vs. J. D. Best & Co., Denver, Colo.—We reverse the decision of the Colorado Arbitration Board.

The facts deduced in this cause show there is no controversy as to the terms of sale and purchase. Both parties to this dispute agree that E. R. & D. C. Kolp sold a car of corn to J. D. Best & Co. at a price C. A. F. Denver, with plain specification that shippers' weight and grades should govern in settlement. We cannot disturb the contract made so indisputable; and we believe that the establishment of a precedent, as suggested by the majority report of the Colorado Arbitration Board in rendering their decision in this case, would tend only to destroy the value of contracts between dealers and place our business relations upon a very untenable foundation.

We therefore agree that E. R. & D. C. Kolp fully and completely fulfilled their contract with the defendants, J. D. Best & Co. We therefore decide and render verdict in favor of E. R. & D. C. Kolp, and assess the cost of this hearing against J. D. Best & Co., and that the deposit of E. R. & D. C. Kolp be returned to them.

Also it is our rule that a deposit of E. R. & D. C. Kolp of the Colorado Board of Arbitration be returned to them.

KOLP VS. BLUFF CITY MILLING CO.

E. R. & D. C. Kolp, Fort Worth, Texas, vs. Bluff City Milling Co., Bluff City, Kansas.—This is a case appealed to us by E. R. & D. C. Kolp from a decision of the Kansas Board of Arbitration.

The evidence shows that there is no controversy as to the rejected car, No. 26314; and we agree with the Kansas Board upon this car, that the same was handled in a correct manner by E. R. & D. C. Kolp. The evidence also shows that when car 33067 arrived at Fort Worth it graded 3 mixed, 58½ pounds test; and as the contract upon which this car was to be applied called for No. 2 soft wheat, E. R. & D. C. Kolp wired the Bluff City Milling Company: "Missed grade and could not apply on contract." Thereupon the Bluff City Milling Company called the Wichita office of E. R. & D. C. Kolp and told them to handle the car to the best possible advantage.

The evidence shows that Kolp wired the Bluff City Milling Company that he thought he could sell this car at \$1.11½ delivered Fort Worth, and that he afterwards, under date of September 8, wrote them that this was the best bid he could possibly obtain and that he would take the car himself at this price and save the Bluff City Milling Company any charge for commission for rehandling, all of which was regular. When car 27761 arrived at

Fort Worth, E. R. & D. C. Kolp wired Bluff City Milling Company that the car graded mixed, and that they would use same and apply on contract at a dockage of 5 cents per bu. To this message they received no reply, and the Bluff City Milling Company evidently assented to the proposition, there being no evidence submitted that would indicate that they were not satisfied with the dockage. The evidence shows that after these messages had been exchanged and E. R. & D. C. Kolp had notified the Bluff City Milling Company of the basis as to which they would accept the cars on contract, they forwarded the two cars to Brownwood, Texas, where car 33067 graded No. 2 soft and car No. 27761 graded No. 2 wheat, but not No. 2 soft; and, therefore, we cannot construe the dock of 5 cents per bu. placed upon as being an unreasonable dockage for mixed wheat when the evidence shows that this wheat was selling at practically the same price as hard wheat, and that there was about 9 cents a bu. difference between the price of hard and soft wheat.

We also hold that E. R. & D. C. Kolp were within their rights when they made settlements on these cars, basis Fort Worth grades. Otherwise, had the cars gone forward to Brownwood and been rejected there, the Bluff City Milling Company could have held E. R. & D. C. Kolp to a settlement based on their proposition when the cars arrived in Fort Worth and misgraded. We hold that Fort Worth was the final destination, so far as the interest of the Bluff City Milling Company is concerned.

We therefore reverse the decision of the Kansas Board of Arbitration, so far as cars 33067 and 27761 are concerned, and order the Bluff City Milling Company to promptly pay to E. R. & D. C. Kolp the sum of \$137.37, same being amount due upon the three cars as shown by A/S and statement rendered Oct. 14, 1909. We assess the cost of this arbitration against the Bluff City Milling Company and also instruct the Kansas Arbitration Board to return the original fee of E. R. & D. C. Kolp.

HOBART M. AND E. CO. VS. PRUITT GR. CO.

Hobart Mill and Elevator Company, Hobart, Okla., vs. J. H. Pruitt Grain Company, Oklahoma City, Okla.—We reverse the award of the Oklahoma Arbitration Board and render verdict in favor of Hobart Mill and Elevator Company, and that the cost of this hearing be assessed against J. H. Pruitt Grain Company.

The facts in the case show that the Hobart Mill and Elevator Company sold J. H. Pruitt Grain Company two carloads of wheat over telephone, between Mr. Dickson and Mr. Erdworn. This sale was based upon the contingency that it would be satisfactory to E. R. & D. C. Kolp to fill the order, from whom the Hobart Mill and Elevator Company had the wheat bought. The evidence shows that Pruitt Grain Company took the matter up with E. R. & D. C. Kolp, and that finally the aforesaid E. R. & D. C. Kolp agreed to ship one car of the wheat.

The facts in this case plainly and indisputably show that the sale was made, based upon the willingness of E. R. & D. C. Kolp to ship the two cars of wheat, and that when E. R. & D. C. Kolp refused to ship only one car, the Hobart Mill and Elevator Company cannot be held liable to the J. H. Pruitt Grain Company for any loss that they may have sustained in selling two cars of wheat against this supposed purchase.

The evidence plainly shows that Mr. Dickson of the Pruitt Grain Company had taken the matter up with E. R. & D. C. Kolp, and the affidavits presented from Mr. Smith, of E. R. & D. C. Kolp, show that there was no agreement to ship two cars; also, the confirmation of E. R. & D. C. Kolp rendered same day of sale, for only one car, should have placed J. H. Pruitt Grain Company on notice at that time; so there is no reason why the Pruitt Grain Company should have sustained any loss from the misunderstanding, if any.

KOLP VS. RANDELS ET AL.

E. R. & D. C. Kolp, Oklahoma City, Okla., vs. Randels & Grubb, Erick, Okla.—This is a case in which E. R. & D. C. Kolp purchased from Randels & Grubb, of Enid, Okla., April 7, 1908, one car of wheat, No. 2, at 86 cents, 3 wheat to apply on 1 cent scale, their confirmation calling for final destination weights and grades, and shipping instructions to be billed to E. R. & D. C. Kolp, Hico, Texas.

The evidence in this case goes to show that immediately upon receipt of E. R. & D. C. Kolp's confirmation Randels & Grubb wrote E. R. & D. C. Kolp April 8, in sum and substance as follows: "We note you have not erased from your confirmation the words 'Destination to be changed by us if desired,'" stating that this sale was made for Hico, Texas, and that same was made only with this understanding, and that if this was not satisfactory for E. R. & D. C. Kolp to wire them immediately upon receipt of letter and that they would withhold shipment of car. On the evidence before us would show that E. R. & D. C. Kolp did not wire them the car of wheat was billed Hico, Texas.

We hold that E. R. & D. C. Kolp had no right to change destination of car of wheat from Hico. The evidence further shows that Randels & Grubb refused to sign the confirmation of E. R. & D. C. Kolp, and that E. R. & D. C. Kolp had due notice from

Randels & Grubb's letter of April 7 that they would not consent to change the destination.

Evidence further shows that the destination was changed, which we hold was at the risk and peril of E. R. & D. C. Kolp; and from the fact that this car of wheat was held on track for thirty or more days during fair, wet and hot weather, we hold that Randels & Grubb should not be responsible for same being so held.

We therefore affirm the award of the Oklahoma Board of Arbitration, and assess the judgment in favor of Randels & Grubb, and that E. R. & D. C. Kolp render returns to Randels & Grubb on the weights as sworn to by their weigher of 76040 of wheat at 84 cents, and that they make immediate settlement upon the above basis, and that E. R. & D. C. Kolp pay the expenses of this arbitration.

KOLP VS. LAMONT ALFALFA MFG. CO.

E. R. & D. C. Kolp, Fort Worth, Texas, vs. Lamont Alfalfa Milling Company, Lamont, Okla.—This controversy arises from a purchase of 500,000 pounds of alfalfa meal bought by E. R. & D. C. Kolp from Lamont Alfalfa Milling Company at an agreed price, shipment to be made during several months. The quality of the meal was based upon a sample presented to E. R. & D. C. Kolp by the Lamont Alfalfa Milling Company, and which evidence shows to have been choice alfalfa meal.

The origin of this litigation comes from the seeming inability of the purchaser to provide shipping instructions as per the contract and the Lamont Milling Company makes claim for the loss it has suffered on the failure on the part of E. R. & D. C. Kolp to give definite instructions and specifications on shipment. We find that E. R. & D. C. Kolp objected to the quality of the meal not being in any way equal to the sample they bought from. We find that neither E. R. & D. C. Kolp nor the Lamont Milling Company took action in accordance with the Trade Rules established by the Oklahoma Grain Dealers' Association. E. R. & D. C. Kolp did not act in accordance with said Rules in refusing the meal, nor did the Lamont Milling Company follow the direction of the Trade Rules in offering to sell or to cancel or meal not ordered out.

We, therefore, must solve the dispute upon as equitable a basis as is shown by the evidence before us. The Lamont Milling Company stated before this board that they waive claim on all the meal sold except 116 tons or 232,000 pounds. From the prices of meal shown in evidence about the time the contract should have terminated, and also from information gained in letter of the Lamont Milling Company, February 19, 1910, there should have been a loss of \$1.75 per ton on 116 tons, which amounts to \$232. We also allow a claim to E. R. & D. C. Kolp for loss on two cars of meal they received and paid for as follows: \$12.91 on car No. 32340, \$13.17 on car No. 12474, total \$26.08, leaving a balance due the Lamont Alfalfa Milling Company of \$176.92.

We, therefore, reverse the decision of the Oklahoma Arbitration Board; and we now command that E. R. & D. C. Kolp at once pay to the said Lamont Milling Company the amount of this award, and that the cost of this arbitration be borne equally between the plaintiff and defendant. It is also in evidence that Lamont Alfalfa Milling Company in their letter of 4th and 30th admit that the meal they could ship was not equal to the sample they sold by, and it was impossible for them at this time to furnish meal up to the sample.

EARLY G. AND E. CO. VS. DONOHUE.

Early Grain and Elevator Company, Amarillo, Texas, vs. D. J. Donohoe, Ponca City, Okla.—This is a case appealed from the Oklahoma Board of Arbitration to the Tri-State Board of Appeals.

This controversy arises from a shipment of a car of corn bought by Early Grain Company from D. J. Donohoe. Car arrived at Amarillo, and the plaintiff in this case wired D. J. Donohoe that corn was in bad order and demanded 2½ cents reduction.

There was a meeting, however, about this time in Oklahoma City between Mr. Early and Mr. Donohoe, in which there was an agreement that the Early Grain Company would unload the car of corn, Mr. Donohoe claiming that there must be some mistake. The letter of the Early Grain Company on May 28 indicates that the Early Grain and Elevator Company was mistaken as to their first inspection of the car of corn.

The evidence does not show that the shipper, D. J. Donohoe, ever agreed to pay for having the corn cleaned or any loss in weight in performing this service.

We therefore affirm the decision of the Oklahoma Board, and instruct the Early Grain Company to render an out-turn to D. J. Donohoe on 60,750 pounds of corn, being the weight before being re-cleaned at 75 cents per bu., which shows a balance due the Early Grain Company of \$3.41, and which we order D. J. Donohoe to immediately pay the Early Grain and Elevator Company. The expense of this arbitration shall be assessed against the Early Grain and Elevator Company.

The final hearing in the lake rate question by the I. C. C. will be at Baltimore on March 18.

The CO-OPERATIVES

The Farmers' Elevator Co., Titonka, Ia., earned a 6 per cent dividend in 1910.

The Frizell Grain and Supply Co., Larned, Kan., earned a profit of 40 per cent in 1910.

The Farmers' Elevator Co. of Jewell, Ia., declared a 6 per cent dividend for 1910.

The Farmers' Elevator Co., Flagg Center, Ill., declared a 7 per cent dividend on February 15.

The Farmers' Grain Co. of Saunemin, Ill., declared an 18 per cent dividend on business of 1910.

The annual report of the Farmers' Grain and Coal Co., Cerro Gordo, Ill., showed undivided profit of \$8,591.79 on February 1.

The Farmers' Elevator Co. of Cortland, Neb., in 1910 made a profit of \$3,212.79 on 145, 116 bus. wheat, corn and oats handled.

The Henkel Grain Co., of Mendota, Ill., handled 160,000 bushels of corn and 64,000 bushels of oats last year, according to the annual report of the manager, Chas. J. Bader. The business showed a 25 per cent increase and 16 per cent profit.

The Farmers' Elevator Co. at Bethalto, Ill., organized about ten years ago by forty rich farmers of Madison county, has sold out its property for \$3,320 and quit. The stockholders were told they could realize big profits by holding their grain for higher prices. The business has been unprofitable for some time, and a sale was agreed upon to liquidate the debts.

THE ABERDEEN MEETING.

The annual meeting in February of the Farmers' Grain Dealers' Association of South Dakota at Aberdeen, adopted resolutions endorsing Government ownership of public utilities; direct election of senators; asking the abolition of the state scale inspectors and that the sheriffs be made scale inspectors; for reduced freight rates; the passage of the Curtiss bill in the state legislature, providing for publication of referred laws and amendments in pamphlet form instead of official newspapers; opposing expenditures of national and state money for support of the regular army or national guard; opposing the reciprocity treaty with Canada in its present form and requesting South Dakota senators and representatives to work for amendments to the treaty which will admit farm machinery and other things farmers have to buy, duty free.

Officers were elected as follows: O. D. Anderson, of Corson county, president, by a vote of 51 to 24 for G. M. Bower, of Mount Vernon; J. L. Belk, of Henry, secretary-treasurer; Matt Wanken of Britton, Chris Sandvig of Canton, W. H. Mais of Geddes, E. H. Day of Clark, Andrew Fox of Miner, H. T. Solem of Baltic, L. J. Larson of Plankinton county, directors.

THE GRAIN GROWERS' CONVENTION.

The annual meeting of the Manitoba Grain Growers' Association was held at Regina in February and the net result of the convention was the election of officers and the adoption of resolutions as follows:

President, J. A. Maharg, Moose Jaw; vice-president, C. A. Dunning, Beavertown; district directors (one for each of the crop districts of the province)—No. 1, J. Robinson, Walpole; No. 2, J. R. Symons, Fairfield; No. 3, T. Wood, Covington; No. 5, W. B. Fells, Dundurn; No. 6, Dr. T. Hill, Kinley; No. 7, Thos. Cockrell, Melfort; No. 8, Andrew Knox, Prince Albert; No. 9, Greensill, Denholm; directors at large—F. W. Green, Moose Jaw; E. A. Partridge, Sinitaluta; George Langley, Marmont; A. G. Hawkes, Percival; F. C. Tate, M. L. A., Regina; John Evans, Nutana; John Reid, Arcady. All these officers and directors were required to pledge themselves to the principle of direct legislation and, in fact, to all the questions of importance that the grain growers are agitating at the present time.

The more important resolutions included the following subjects: That the grain-loading platforms must not be used for cattle; that the government be asked to establish a rural telephone system; that farm implements should be admitted into Canada free; that the finding of the Elevator Commission is not in accordance with the expressed wishes of the farmers and that the convention is unanimously in favor of government owned interior grain elevators and abattoirs; that municipalities be empowered to tax vacant lands; that a land tax be substituted for the present system of tariff; that in view of the C. P. R. declaring a 10 per cent dividend, lower railway passenger and express rates were demanded; that, as the companies operating in Saskatchewan in hail insurance are not doing a satisfactory business, and as the provincial government had agreed to see a satisfactory business should be conducted, the establishment of a "hail insurance system" was demanded, the revenue for the said system to be

raised by a tax not exceeding two cents per acre, all land to be subject to said assessment, providing that any resident tax payer be allowed to register but one section or less from the assessment and participating in the benefits, that as the time at present granted to defaulting mortgagees is altogether too short, the government is urged to amend the land titles act to ensure that no sale shall take place until the mortgagee has been in default at least nine months; that legislation be passed providing that overdue mortgages may be paid off at any time, not less than two years after date of making, by a payment of a bonus equal to three months' interest, or at any time after maturity without bonus, notwithstanding any provision contained in mortgage contracts; endorsing the reciprocity agreement unanimously.

THE ELEVATOR QUESTION.

Speaking of the work of the Manitoba Grain Commission, D. W. McCuaig, chairman thereof, among other things said, that when buying elevators they found the line companies ready to sell all their houses but not such as might be selected by the Commission. "That was a very unreasonable proposition to make to us. According to the Manitoba elevator act it was necessary for us to have a petition signed by sixty per cent of the grain growers tributary to that particular point before we could purchase, but we did not want to start and cover the whole province. It was, as a matter of fact, fortunate that we did not owing to the state of the crops last season. That was the difficulty with which we were faced."

Coming to the problems of operation, Mr. McCuaig among other things said that there was the difficulty in the "special bin" proposition, especially in the attitude of the railways to special binning, as the companies when asked for additional cars would point out that there was a thirty thousand-bushel elevator at a point and only from ten to twelve thousand bushels in it. It was, he said, some time before they had been able to get the railway companies to recognize that a thirty thousand bushel elevator, worked under the special bin system, might be full to capacity with only twelve thousand bushels in store.

Another problem was shrinkage in transit. "When we came to operate the elevators," he said, "to do a special bin work entirely it was found to be different work to that of the line companies. In order to handle the grain and take it to the lake front we have to make allowance for a certain amount of shrinkage. It is well known you cannot haul a thousand bushels of grain to the elevator, put it in there and get it delivered at Fort William or Port Arthur without a certain amount being deducted as shrinkage. There is a difference between shrinkage and dockage, however. The old line companies covered it all by dockage but in our case we do not put any dockage. We only put shrinkage on. Shrinkage is the small amount we take to guarantee what is delivered of the 1,000 bushels at the lake front. Dockage is what the operator in the line companies elevator would put up on that grain to bring it up to a certain grade. We go up as high as one per cent in this, but many of our operators take a quarter, half and three-quarters of a cent. The operator has got to use judgment."

ILLINOIS FARMERS' GRAIN DEALERS ASSOCIATION.

The annual meeting of the Illinois Farmers' Grain Dealers' Association was held at Springfield on March 7-9.

The work began by the election of officers, as follows: President, C. Fred Walbaum of Ashland; first vice-president, J. C. Sailor of Cissna Park; second vice-president, Martin Parker of La Hogue; secretary, J. A. McCreery of Mason City; treasurer, J. B. Abbott of Mason City; board of directors—C. J. Bear of Monticello, two years; George Drennan of Edinburg, and T. S. Preston of Triumph, three years.

The Association declared against the storing of grain in their elevators by individuals; and in order to get rid of the nuisance will ask the legislature to pass a bill making it unlawful to store large quantities of grain in country elevators. The bill was read to the delegates and was explained by Secretary J. A. McCreery. It was shown by him that many farmers store large quantities of grain in the country elevators for as long a period as three and four years, which he contended was unjust to the owners of the elevators.

The resolutions adopted opposed the reciprocity agreement; favored county option, asked for an anti-bucket-shop law; favored Government inspection of grain, and a modification of the moisture test rules, the election of senators by the people; and woman suffrage.

Papers were read by Bert Ball on "Real Co-Operation in Obtaining Large Yields of Grain," and by J. A. Schmitz on "Care and Correction of Scales." Gov. Deneen and other politicians made speeches.

Champaign was selected as the next place of next meeting (1912).

ASSOCIATIONS

COMING EVENTS.

The annual convention of the New York State Hay Dealers' Association will be held at Syracuse, on July 21-22; headquarters, The Onondaga.

The annual convention of the National Hay Association will be held at Niagara Falls, on July 25, 26 and 27; headquarters, International Hotel.

The Illinois Grain Dealers' Association will hold its annual convention at Bloomington on June 13 and 14; headquarters, The Illinois.

NEW SECRETARY IN INDIANA.

M. T. Dillen, secretary of the Indiana Grain Dealers' Association for the past few years, having resigned, the board of managers of that Association on February 28, elected as his successor C. B. Riley, who entered upon the duties of his office on March 1. Mr. Riley was at one time secretary of this association and is, of course, entirely familiar



C. B. RILEY.

with state conditions and how the association has met them.

Sec'y S. W. Strong reports the following new members of the Illinois Grain Dealers' Association: Thomas L. Aldridge & Son, Aldridge, Ill.; John V. Griggs & Son, St. Francisville, Ill.; Holsen & Dorney, Mt. Carmel, Ill.; Horner Elevator & Mill Co., Lawrenceville, Ill.; Kohly & Co., Havana, Cuba; Mt. Carmel Elevator Co., Mt. Carmel, Ill.; Prunty & Helm and Geo. P. Bowman & Son, Grayville, Ill., and S. M. Woodrow & Co., Crossville, Ill.

NEW HAY ASSOCIATION MEMBERS.

Sec'y J. Vining Taylor reports the following list of members who have joined since last report: Roberts & Hamner Grain Co., Lee D. Jones, Farabee Treadwell Co., Rainer, Connell, Fulghum, McLaughlin Coal & Grain Co., J. C. West & Co., and Jones & Rogers, Memphis, Tenn.; Peninsular Naval Store Co. and J. I. Munoz Co., Jacksonville, Fla.; Logan & Co., Southern States Grain & Feed Co., W. R. Tate, G. P. Rose & Co., Nashville, Tenn.; H. Traub & Sons, W. D. Simkins & Co., James M. Fleming, Savannah, Ga.; Dumas Grocery Co., Alabama Corn Mills Co., Cleveland Bros., Dixie Grain Co., G. Mertz & Co. and J. Zimmern's Co., Union Naval Stores Co., Mobile, Ala.; S. C. Cropley, Washington, D. C.; Allen & Co., H. Chairsell, The Tennessee Mill Co., Alabama Grocery Co., W. M. Crosby, Birmingham Grain Co., Alabama Mill and Elevator Co., W. S. Brown & Son and Yeilding Bros. Co., Birmingham, Ala.; Henry Fruichtenicht, A. C. Schuff Co., C. P. Dodd Co. and R. H. Menefee Co., Louisville, Ky.; Dan C. Wheeler Co., J. A. Stewart, Joe Rawlston and The Shelton Grain and Feed Co., Chattanooga, Tenn.; W. R. and I. S. Shropshire, A. C. Woolley Co., N'Phail & Co., Atlanta, Ga.; J. A. Ellett, Richmond, Va., and Tidewater Brokerage Co., Suffolk, Va.

The annual meeting of the Rockwell Farmers' Co-Operative Society at Rockwell, Ia., was held on March 4. The annual report showed that a business of \$424,376.56 was conducted with an expense of \$5,544.70. The company handles merchandise of all kinds—a co-operative department store.

FIELD SEEDS

The Sharp-Johnson Seed Co. will build at Mikado, Mich.

Burleigh County, S. D., will issue \$40,000 in bonds to buy seed grain for its farmers.

Shenandoah, Ia., seed corn dealers report larger sales this winter than last year to same date.

The Taylor Farmers' Institute, Taylor, Texas, has petitioned the state legislature to enact a pure seed law.

The Dominion parliament has been asked to vote \$50,000 to buy seed grain for distribution to indigent farmers.

Durum wheat seed in North Dakota is declared to be very foul and needs most careful cleaning before seeding.

The prize winning ten ears of corn at Columbus, grown by Roy D. Clare of Franklin, Ind., were sold to W. N. Scarff of New Carlisle, O., for \$350.

The National Corn Exposition at Columbus, O., in January-February was financially a failure, but otherwise the Exposition was a gratifying success.

G. H. Ashford, special agent of the Farmers' Co-Operative Demonstration work, at Jackson, Miss., reports to his agents a scarcity of good seed corn and cotton.

W. S. Wilbur near Montrose, Colo., last year planted one kernel of wheat that gave 24 perfect heads and 4,700 kernels of ripe grain, according to a local paper.

A seed corn study class of about one hundred farmers was held at Dalton, Ga., recently by the men engaged in the Government's farm demonstration work.

The John B. Davis Seed Co. has been organized and incorporated in Sturgeon Bay, Wis. The company will grow peas and beans and will also deal in flower and field seeds and trees.

A new seed pea company, known as the Door County Seed Co., has been organized at Sturgeon Bay, Wis., by L. H. Klinke, Mr. Moore and J. W. Herbold; capital stock authorized, \$15,000.

Some time the present season it is planned to hold an alfalfa field day or institute, at the Colorado Station, at Rocky Ford, so that farmers of Colorado may become more familiar with the important work of improving alfalfa.

L. M. Smith, late of the Department of Agriculture, has been appointed manager of the Chicago Seed Trade Reporting Bureau, an organization that will collect and publish statistics and market conditions of the seed trade of the United States.

The flaxseed crushers of the Northwest have made arrangements for the establishment of a bureau at Fargo, N. D., through which they will distribute good flaxseed to farmers who need it. In the campaign of education the newspapers of the Northwest are being utilized.

The "good seed" train now going through Minnesota over the "Omaha" lines, has been making corn a feature of the work. The attendance at the lectures has been large. Prof. Andrew Boss, C. P. Bull and A. P. Wilson are the extension workers on this train. The entire month of March will be spent by them on the road.

M. A. Hauser of Albion, Ia., engaged in the Agricultural College extension work, says that Iowa seed corn does not average any better in 1911 than it did a year ago. The many tests made by him of seed corn from thirty shows in as many different parts of the state show that 23 per cent of all the corn tested was valueless as seed, the germ having been killed by frost.

"Whether we raise seeds from congressmen or congressmen from seeds is of no special importance." The main point is that the people of the United States pay many thousands of dollars every year to maintain this useless system. The appropriation bill calls for \$237,160 for seeds and \$52,520 for sending them out, not counting cost of delivery through the mails. —Ex.

The Governor of Maryland has announced that the state institutions will raise seeds and sell them at a fair market price. The work will be first taken up at the Springfield State Hospital, after which it will be started at the other institutions. Later on, the Governor will recommend to the various county officials that they take up the work in connection with the county farms. Particular attention will be paid to the raising of grass seeds.

On March 10 the State Board of Agriculture of Massachusetts will begin the distribution of seed corn. Each farmer applying to the Board's office in Boston will receive not to exceed three ears, and must enter into an agreement that he will plant it where it will not mix with other strains and that he will return to the Board next fall double the amount of seed he receives. Some of the strains included in the lot are those of George E. Stickney, Newbury, Mass., who was awarded first prize for the best ear of flint corn at the Ex-

position at Worcester; of Harry Chapin of Sheffield, winner of the first prize for the largest yield of flint corn per acre; and that of Perley E. Davis of Granby, who took the Bowker prize for the largest yield per acre at the same show.

Minnesota farmers have taken up alfalfa with such vigor that the extension division expert of the Agricultural College is impelled to issue a warning to farmers to go slow until they get to thoroughly know the plant by first trying out a small tract. He recommends the Grimm variety as one that has been grown in Minnesota and is known to possess the hardiness or ability to stand a severe winter without winter killing.

Seed corn will be tested for Nebraska farmers by the Nebraska Seed Laboratory at the Agricultural Experiment Station at Lincoln. Not more than fifty such tests, however, can be made for any one person. Those who wish seed tested should write the station to that effect and the officers there will send fifty small envelopes in which the samples can be sent to the laboratory. Address Nebraska Seed Laboratory, Lincoln, Neb.

THE SINGLE EAR TEST.

Every ear of seed corn required for planting an acre can be tested at the trivial cost of from three to ten cents an acre. The failure of the planted kernels from a single ear to germinate will mean the loss, in the prospective crop, of approximately five bushels of corn—worth \$2.50. Fifteen to twenty ears of corn will plant an acre. The failure of the kernels from one of these ears to grow means, then, the loss of not less than one-twentieth, or 5 per cent of the prospective crop.

OHIO AGRICULTURAL SPECIAL.

The Ohio Agricultural Special is now out on the L. E. & W., N. O. and L. S. & M. S. Railroads. The train began the trip at Lima on March 13 taking in six towns. On the 14th another start was made from Lima, taking in six more towns, closing at Plymouth. The rest of the trip will include Greenwich, New London, Spencer, Litchfield and Medina on the 15th, Rawson, Findlay, Arcadia, Fostoria, Kansas and Fremont, on the 16th, and Lindsay, Elmore and Genoa on the 17th, concluding with a night meeting at Toledo, 17th.

A SEED FREAK.

Among the curios at the Columbus Exposition was a specimen of an apparent abnormal cross-fertilization, being that of corn and wheat. It was sent to Columbus by Milton Carneau of Paintsville, Ky. The specimen consisted of an ordinary ear of white corn in the center surrounded by five smaller ears of yellow corn and sweet corn, with wheat grains growing among them. There was one small wheat stalk upon which grains of corn apparently grew, while the wheat grains on the corn-cob seemed well formed.

DODDER IN CHILEAN RED-CLOVER SEED.

Since July 1, 1910, twenty-three lots of clover seed of probable Chilean origin aggregating 370,000 pounds have been imported into the United States, says the U. S. Dept. of Agr. "Press Notice." In all of these shipments two kinds of dodder seed characteristic of Chilean red-clover seed are present. At a normal rate of seeding, these shipments are sufficient to seed approximately 46,000 acres, and at this rate of seeding an average of approximately 450 dodder seeds would be sown on each square rod. The sowing of this Chilean seed this spring means that the clover crop on a considerable proportion of the area on which it is seeded will be destroyed by dodder, and farmers should be on their guard against purchasing this seed. Unfortunately most of these importations have gone into the southern part of the clover-producing region where this dodder will undoubtedly prove disastrous. This Chilean clover seed is itself especially fine looking seed, being dark colored and approximately 50 per cent larger in size than ordinary red-clover seed produced in the United States. It will, therefore, doubtless receive a ready sale on account of its fine appearance.

FLAXSEED SITUATION.

"To the importation of 400,000 bushels of Argentine flaxseed, at an appropriate value of \$1,100,000, for consumption by Minneapolis mills, in the midst of one of our leading flax producing states, is largely due to the unusual demand of flaxseed for spring seeding purposes. The flaxseed area in 1910 was 2,916,000 acres, an increase of 910,000 acres over that of 1909. The farm price of 1909 was not quite 74 cents a bushel, while the farm price of 1910 December 1, was \$2.31," says the Wall Street Journal.

"The shortage in crop was largely responsible for this more than tripling in price. Duluth now quotes seed prices at \$2.70 a bushel for May delivery, when seeding of the largest acreage in the

history of the country will take place. Seeding demand is bound to reduce available stocks intended for milling purposes, thus necessitating Argentine importations in ample time to fill contracts. "Argentine imports are not intended for seeding, but for consumption in the linseed oil mills, much of whose product will be exported. Exporters will be entitled to a drawback of from 3 to 5 cents a bushel on imports, as an offset to the duty of 25 cents a bushel. The Argentine seed will come by way of Antwerp to Montreal or New York, thence to Minneapolis, making a journey of 9,500 miles from Buenos Ayres or Rosario to the Minneapolis mills."

A FARMERS' SEED EXCHANGE.

The Meeker County Farmers' Club of Minnesota has established what is called a "Seed Exchange." The Club has a building at Litchfield, the county seat, in which any farmer in the county can place a sample of any grain, corn or grass seed that he may have for sale, together with his name, address, the amount he has for sale, and the price. This makes it convenient for a farmer, looking for seed for any crop, to find out whether or not he can get that seed in his own county; and if he can get it, to save the extra expense of handling.—Minnesota Extension Division.

CORN SHOW WINNERS.

In addition to those named in the February number of this paper the following are the names of the prize winners of the National Corn Exposition at Columbus: The prize offered by the Secretary of Agriculture to the boys of fifteen years of age making the best production of corn per acre—Stephen Henry of Melrose, Ia., and Jerry Moore of Winona, S. C. Wheat—J. U. Beckman, Cokato, Minn. Oats—Fred McCulloch, Belle Plaine, Ia. Timothy—Vagueur brothers, Aspen, Col. Timothy seed—H. W. Burgy, South Amana, Ia. Alfalfa—Joseph H. Smith, Xenia, Ohio. Alfalfa Seed—A. B. Lyman, Excelsior, Minn. Clover—C. E. Russell, Monmouth, Ill. Clover Seed—Fred McCulloch, Belle Plaine, Ia. Buckwheat—John A. Shaffter, Oakland, Md. Flaxseed—Carl A. Walker, Rochester, Minn. Kaffir Corn—C. E. Russell, Monmouth, Ill. Broomcorn—T. G. Hedges, Taylorville, Ky. Oder Brucker Barley—H. E. Kreuger, Beaver Dam, Wis. Rye—H. E. Kreuger, Beaver Dam, Wis. Cow Peas—G. D. Karsner & Son, Lexington, Ky. Early Sweet Corn—Dexter Burnell, Cumberland Center, Me. Late Sweet Corn—H. E. Lowe, Gray, Me. Pop Corn—R. P. Hayes, Asheville, N. C.

[For the "American Elevator and Grain Trade."]

THE NEW LONG LINT COTTON.

BY N. L. WILLETT.

The usual cotton that is grown in the South is seven-eighths to fifteen-sixteenths inches long as to its lint. None of this lint is as strong as the mill men would like, and much of it is quite weak and inferior. A longer lint and a much stronger lint is Egyptian cotton as imported. America uses annually about \$15,000,000 of Egyptian cotton lint, about one and one-fourth inch and exceedingly strong. Over in the Mississippi Valley and extending from Vicksburg to Memphis, a region about 75 miles wide and 200 miles long, is grown what is known as "Bender" Cotton, lint one and one-fourth to one and three-eighths inches long, as grown from what is often known as "Peeler" cotton and "Black Rattler." This Bender Cotton is known pretty well throughout the world. All cotton types, as grown in these bends of the Mississippi river, take on extra lint length. There has been a heavy loss in the South through the growing of our short staple and inferior strength cotton. This is a well known and a universal loss; but until recently there seemed to have been no help for it.

In the past few years, notably in South Carolina, there has been a great work accomplished in the securing of a new type of cotton to take the place of Egyptian cotton and this Bender cotton. The cotton obtained is the equal of Egyptian and is stronger and better than Bender. It has been used largely by South Carolina mills and by Massachusetts mills for two years. For the full one and one-quarter inch these mills have paid from 23 to 24 cents, (the value of cotton lint increasing 1 to 2 cents a pound for each one-sixteenth of an inch in length) and in some cases as high as 26 cents per pound. These new cottons are one and one-quarter inch, and have a much stronger lint than one inch or seven-eighths inch cotton. The first is "Columbia," full one and one-quarter inch; next is "Hartsville," which is about one and one-eighth (price about 18c); the third is "Keenan," which is one and one-quarter inch and possesses the extra high value of being an early cotton which can be used in the boll weevil country. All of these cottons are big boll, many of them five locked. The seeds are large and white.

Saw gins must be used but they must be run slowly; this slow running is important.

The superiority of this cotton over the Bender cotton has made an enormous demand in the Bender

country in Mississippi for the above seed. The supply has been exceedingly limited for this year and stocks are practically exhausted. In another year an enormous demand from all over the world is expected for this new type of cotton. When we understand thoroughly that we cannot make as fine cloth from short staple as we can from longer staple, and when we remember that this cotton is almost a perfect substitute for Egyptian and is a better cotton than the Bender cotton, why, we see the large and important uses which these cottons, which are known as one and one-quarter inch cottons, have for the South in the future.

THE VALUE OF PURE SEEDS.

At the Crop Improvement Conference at Chicago on February 8, Geo. L. Green, of the Illinois Seed Co., Chicago, read the following paper:

The very evident increase in the demand for high grade seed grain is most encouraging to seedsmen, and the leading houses in the seed trade are making an earnest effort to supply this demand. Heretofore there has been neither a widespread demand nor any adequate sources of supply for quantities of high grade seed grain in any way proportionate to the total area to be seeded. The supply for this demand must come from two sources. First, the breeding of pure seed grain through the careful and painstaking methods of the scientific plant breeder. This method, while highly efficient and full of promise for the future and hence worthy of all encouragement, is necessarily slow. Furthermore, it will only be useful to the farsighted and educated farmer who is willing to pay liberal prices for his seed and to give his own local conditions sufficient study to enable him to choose wisely from the mass of information offered him by the Agricultural Colleges.

The other method, which for the present, appeals even more strongly to me, is the selection and careful re-cleaning of plump, high colored and well matured grain, grown on clean farms in sections which now produce heavy crops of the grain in question. This class of seed distributed in quantity through seedsmen and other commercial channels will, I believe, produce quick results in a greatly increased average yield of grain in the sections where it is sown.

I believe it is just as much the business of this organization to encourage and increase the distribution of this kind of grain through commercial channels, as it is to promote the distribution of high-bred grain from farmer to farmer. I have been offered so called pure-bred special varieties of oats by sample at twice the price at which I could sell our Purisco Brand and I am morally certain, from the appearance and character of some of these samples, that the oats we were offering were better for seeding under average conditions, and would grow heavier crops of better grain than the special variety sold at double or treble the price.

I have heard some of my fellowseedsmen say that they were not interested in and would not lend their aid to this movement because it tended to eliminate the seedsmen as a middleman producer and consumer. I think my friends are wrong to take this view of the matter. They could not stop this movement if they wished to, and they should not wish to stop it if they could. For my own part I wish to learn from and to co-operate with the agricultural colleges, and to go as fast and as far with them as commercial conditions will permit.

There is, however, the greatest necessity that the promoters of this movement keep both feet on the ground until the science and practice of aviation is somewhat further advanced than it is at present. Because you know the advantages of the university do not forget that most of the people must be educated in the public school. I verily believe that this should be primarily a campaign against the use of inferior seed grain, against the use of weedy, immature, poorly-cleaned seed grain, such as so many farmers are now using.

If you can displace the seedling of this character of grain in a county and substitute the use of good, heavy, clean, perfectly matured grain, secured at moderate cost through ordinary commercial channels, from sections where grain in question produces bountifully, you will at once raise materially the average production of grain in that county, both in quantity and quality. This would be true even though the seed grain used were not of pure strain, developed through years of patient effort.

Now, it is clearly manifest that we cannot wait for grain improvement until any large proportion of the farms of this country can be sown with pure bred grain produce at high cost and passing divert from farmer to farmer. What we want first and most of all is that farmers generally shall plant good, clean, strong, germinable seed, produced under favorable conditions and re-cleaned by modern methods. This kind of seed can be supplied in large quantities by seedsmen when the demand for it is created; and I believe the promoters of this movement will do well to recognize the service which the seedsmen are now prepared to render, as well as to try to put us in position to render better service by aiding the distribution of such varieties of seed grain as are recommended by the agricultural colleges.

Four employes of E. S. Beggs & Co., alleged bucketshop operators at Philadelphia, were released by the Government on February 17, as the Department of Justice was satisfied with the fines, aggregating \$8,100, paid by the three principals of the firm. The four men are said to have aided the Government in its bucketshop crusade.

BARLEY and MALT

The Milwaukee-Western Malt Co., of Milwaukee, Wis., will erect an \$8,000 addition to its plant.

The California barley crop for last season was twice the size of that of any other state in the union.

The concrete malt house of the Minneapolis Malt & Grain Co. at Minneapolis, Minn., was damaged to the extent of \$25,000 by a fire which occurred February 25.

The Hansen Malting Co., of Milwaukee, Wis., has commenced the erection of a 2,000,000-bushel malting house, which will be of concrete. The officers of the company are: C. E. Hansen, president; O. R. Hansen, vice-president, and O. L. Schulz, secretary and treasurer.

John H. Kurth & Co. will erect a \$100,000 malt house in Columbus, Wis., which will have a capacity of 2,400 bushels of grain a day. The main building will be six stories high and 100x123 feet. The officers of the company are: John Kurth, president; Christian Kurth, secretary and manager, and Anton Kurth, treasurer.

SOW BARLEY ON CLEAN LAND.

"Propagating and furnishing pedigree seed for the different crops is one of the principal efforts by which the farmer has been materially helped, through the persistent and judicious work of the gentlemen connected with the agricultural schools," said P. G. Sukey, a Minneapolis barley expert, in an address to the Chamber of Commerce good farming banquet recently. "In the instance of barley, one other thing is of equal importance in my mind, and that is, to convince the farmer that his barley fields must be kept cleaner, or that the barley must be thoroughly cleaned before it gets to the market. Looking back over the last ten years, I can well say that from year to year barley has been getting dirtier and dirtier; and where, fifteen to twenty years ago, it was a common thing to buy barley weighing from forty-eight to fifty-one pounds that was ready to put into the steeping tank, today we have come to a point where most of the barley weighs from forty-five to forty-eight pounds, and two to five, five to eight, and even eight to ten pounds, must be cleaned out by the maltster before he can put this barley in the soaking vat.

"Now, gentlemen, I understand well that in many instances farmers in the states of North and South Dakota sow their barley on foul land, and that they are doing so for the sake of destroying the weeds. This may be considered the greatest pest with which not only the farmer, but also the purchaser of his product, has to contend with. Could it be possible to explain to the farmer that where a field is to be cleaned of weeds there he should raise barley to be used for feeding purposes; but wherever he sows barley to sell for malting purposes, he should select the best piece of land he has, and when harvest comes, sell these two products separately, he would then find out for himself the greater profit he will derive from the cleaner, heavier barley.

"I certainly cannot deny that the difference between barley to be used for malting purposes and that for feeding is due really only to the greater amount of dirt in the latter compared with the cleaner condition of the former, and as a rule that sold for feeding purposes is lighter in bushel weight than barley for producing malt. I will not deny, however, that some of the so-called feed barley, containing from eight to ten pounds of offal, after this offal has been cleaned out, is found to have the most beautiful barley, high in germinating qualities with its kernel weight above the average. As a rule, such barley is somewhat off in color; however, I will say, as far as I am concerned, color has nothing to do with the good malting quality of the barley. It is an inexplicable hobby that light-colored barley brings a premium, admitting that it cannot be denied that barley, light in color, is a treat to the eye.

PRINZ ON THE BARLEY SITUATION.

Commenting on the Government's estimate of the barley crop of 1910, W. H. Prinz in the "American Brewers' Review" for February, among other things said:

"What do we learn from this? That the production per acre is steadily decreasing and the price steadily increasing, and the quality, or that part of the quality which gives the maltster his profit and makes the quality of malt the consumer needs, has in my estimation decreased 50 per cent in the last ten years, and will decrease further if steps are not soon taken to stop it. But what does the consumer of malt do? He spends his money in useless investigation and criticism, and at last goes to work to get up petitions to reduce or suspend the tariff on barley, not caring if there is any barley to import, but he thinks if the tariff is reduced that will settle the whole question.

"The only country that could send us barley is

Canada. Now let us see what they have to give us. Simply nothing. The old famous Canadian barley is almost extinct, and of the class of barley they raise in the new northwest very little is fit for malting purposes and will not be for years. It is not intended for malting in the first place, and is only raised to clear the land for wheat, and Canada does not want the tariff reduced or suspended.

"The only country that has a surplus of barley—not malting barley—is Russia. Does anyone consider how long it would take to get this barley here when all Russian shipping ports are closed with ice and will not open until late in the spring? And by the time that this barley should get over to us we would have a new crop ourselves.

"It is the old story, the East against the West. Why did not the Eastern consumers of malt keep up their barley raising? At one time there were more malt houses in the East than in the West, but they let the business decay, and now they want to dictate to the West how cheap they should sell them their malt. One thing is certain—you will never succeed in any tariff reduction or suspension."

CHICAGO AS A BARLEY MARKET.

The trade generally does not realize the importance of the Chicago market as a barley center, say Somers, Jones & Co. Comparisons of the receipts of barley in Chicago with the receipts of cash wheat are, therefore, in order. Howard, Bartels & Co. in their Red Book show that the actual receipts of barley by calendar years have exceeded those of wheat four years in the past seven. The average annual receipts of barley for the past seven years are 24,137,000 bus. The following table shows the figures:

Receipts.	Wheat, bushels.	Barley, bushels.
1904.....	24,457,347	25,316,917
1905.....	26,899,012	28,073,142
1906.....	28,249,475	20,811,432
1907.....	24,943,690	18,318,253
1908.....	21,168,442	23,696,615
1909.....	26,985,112	27,061,614
1910.....	27,540,100	25,685,000

Total 180,243,178 168,962,973

There is no trading in futures in barley except by sample on the cash grain basis. The extremely severe fluctuations in barley values on this crop are perhaps to be accounted for by the lack of the beneficial effects of legitimate speculation. As Professor Hadley said recently: "When such speculation anticipates an actual demand, it is of great service to the community." Barley touched \$1 in January, having advanced more or less rapidly from the 70c point. Within two weeks it lost 14 to 15c per bu. without any change of moment in the situation. The entire decline of 15c was then recovered within one week, the market again selling back to 99c, since that time fluctuating in comparatively narrow range, the advance in values being well maintained. The crop shortage in barley having been well established, there should have been no such heavy fluctuations in the short periods mentioned, if the early advance in values was legitimate, as seems undoubtedly to have been the case. It is, however, probably impossible to establish speculative trading in barley to advantage, owing to the wide differences in the quality; but in a general way this year's experience in barley values goes far to show the benefits derived from legitimate speculation in grain.

SEED STERILIZATION.

"Seed Sterilization and Its Effects on Seed Inoculation" is the title of Circular No. 67 of the Bureau of Plant Industry, written by T. R. Robinson, assistant physiologist, to determine the effect on seed vitality of the disinfection of seed in order to prevent inoculation of the seedling roots by organisms that might be present upon the seed. The after effects of the disinfecting agents have not generally been taken into account seriously, although the negative results obtained would seem to indicate that they were due to the presence of chemicals on the seed after the disinfection. The conclusions indicated by the tests are as follows:

"As a preliminary to legume-inoculation experiments, seed disinfection should be practiced with special precaution.

"Some method of treatment to eliminate chance contamination with the nodule organism is advisable in experiments where extremely accurate checks are necessary.

"The usual methods of disinfection, employing metallic poisons such as mercuric chlorid, are objectionable, it having been shown that these poisons cling to seeds even after they have been rinsed in amounts sufficient to be harmful and often fatal to organisms placed on the seeds for inoculation.

"Hydrogen peroxid has been found to be effective in eliminating bacterial contamination, and its residual effect is much less harmful than that of the other disinfectants tested."

FIRES-CASUALTIES

The elevator of Jesse Culp at Warrensburg, Mo., was recently destroyed by fire.

The Granary of Lewis Spach at Lewisville, N. C., was recently destroyed by fire with a loss of \$25,000.

The Northland Elevator at Columbus, N. D., was totally destroyed by a fire of unknown origin recently.

Fire recently destroyed the grain and coal sheds of Daniel McMullen at Rochelle Park, N. J., consuming tons of grain.

Among the five buildings at Central City, S. D., which were destroyed by fire recently, was the Savage Warehouse, containing grain and flour.

A fire caused by tramps firing a barn recently destroyed \$75,000 worth of property at Mitchell, Ind., among which was a grain elevator and flour mill.

A small elevator at Wells, Minn., owned by the Byrnes Brothers, was burned March 6 as the result of an explosion of gasoline. The loss is about \$3,000.

Oscar Mathews was recently smothered to death in the grain chute of elevator "E" at New Orleans, La., when he lost his balance while at work at the docks.

A fire which originated from an overheated stove in the basement completely destroyed the elevator at Rauville, S. D., owned by the Kargill Elevator Co., of Minneapolis.

Noah Moss, of Clinton, Nebr., recently had his jaw broken while starting the engine in the elevator. The compression rebounded throwing him violently against the wall.

The elevator of the Independence Milling Co., of Independence, Kan., was recently destroyed by fire together with much grain. The loss is \$60,000, partly covered by insurance.

A slight damage was done to the corn elevator and sheller of A. V. Neilson at Alexandria, La., by a recent fire which started in the shuck room. The loss is covered by insurance.

Owing to the timely discovery of a blaze near the elevator shaft in the wholesale grain house of Holbrook & Smith at Atlanta, Ga., it was soon extinguished with little damage.

The Dwight Baldwin Elevator at Fairmount, N. D., burned February 9, from a fire caused by a defective chimney. About 3,000 bushels of grain were in the house at the time.

An overturned lantern was the cause of a fire in the grain house and barn of Max Gifford, two and a half miles south of Lewis, Iowa. About 15 tons of hay and 100 bushels of grain were burned.

The Occident Elevator at Ryder, N. D., together with 50,000 bushels of wheat and a carload of flour and feed burned February 21. A freight car containing 1,100 bushels of wheat was also destroyed.

The Farmers' Elevator at Alfred, N. D., was destroyed by a fire on February 21 which started under the drive way and was beyond control when discovered. A carload of barley on the side track was also destroyed.

The elevator at Toledo, Iowa, owned by the Western Elevator Co., together with a large quantity of corn and oats, was totally destroyed by fire March 3. The loss is \$6,700, and the insurance is \$4,000. The origin of the fire is unknown.

The malt house of the Minneapolis Malt & Grain Co. at Minneapolis, Minn., which is constructed of concrete, reinforced with steel, was attacked by fire February 25, and damaged to the extent of \$25,000. The flames were confined to the roof.

The elevator of Winter, Treusdale & Aimes at Hampden, N. D., was destroyed by fire on March 6, together with about 15,000 bushels of grain. The blaze was apparently extinguished when it again broke out so fiercely that all efforts were of no avail.

An elevator at Argonia, Kan., was recently destroyed by fire. The house was owned by Kelley Brothers, of Wichita, Kan., and had a capacity of 15,000 bushels. It had not been in operation for several months and contained no grain at the time of the fire.

A portion of the main storage elevator of the Ponca City Mill & Elevator Co. at Wakita, Okla., was destroyed by a fire which started in the pit. About 11,000 bushels of wheat were destroyed. The loss, which amounts to \$12,000, is partly covered by insurance.

The large elevator of the Shellabarger Grain Co., of Gibson City, Ill., was burned to the ground at 11 p. m., February 14. The house contained several thousand bushels of grain but it was insured as was also the building. C. W. Cooper was in charge. The elevator was erected in the early nineties by Wood & Topliff, who later sold it to the Rogers Grain Co., a Chicago firm. The new owners rebuilt

it but it was soon after damaged by fire. In 1904 the Shellabarger Elevator Co., of Decatur came into possession of the plant.

H. E. Bird recently lost his elevator at Nokomis, Sask., by a fire which caused a loss of about \$15,000. Seventeen thousand bushels of grain were more or less damaged. The loss on the building and grain is fully covered by insurance, however. The cause of the fire is not known.

The St. Anthony & Dakota Elevator at McVie, N. D., was destroyed by fire February 19, together with several thousand bushels of grain. The origin of the fire is unknown but was probably caused by the stove in the office. Insurance fully covers the loss on building and contents.

Faribault, Minn., recently suffered the loss of its elevator, which was owned by B. F. Orr, when it was attacked by a fire of unknown origin. About \$2,000 worth of grain was destroyed. The building was valued at \$5,000. Insurance on the grain is \$1,500, with \$3,500 on the building.

The ironclad hay and grain warehouse of Webster & Co., at San Antonio, Texas, which contained about 800 tons of hay, was destroyed by fire February 15. The building was the property of the American Warehouse Co. and was valued at \$4,000, while the loss on the hay was \$6,000.

The large elevator of the Farmers' Elevator & Supply Co. at Canby, Minn., which contained 30,000 bushels of grain was recently threatened by a fire which damaged the roof of the elevator office and but for timely discovery might have destroyed the elevator. Damage to the office is about \$250.

Fire recently destroyed the elevator of C. C. Little at Ericson, Iowa, a short distance from Boone. The blaze probably started in the cupola from a hot box. Many thousand bushels of grain were destroyed, making the loss about \$5,500 on building and contents. About \$2,500 worth of insurance was carried on the building and \$1,700 on the grain.

The explosion of a lantern in one of the elevator pits recently caused a fire which destroyed the elevator of the F. A. Shepard Elevator Co. at Zenith, a town sixteen miles west of Dickinson, N. D. No water was at hand with which to combat the flames. The building contained 1,800 bushels of flax, 2,500 bushels of wheat, 2,000 bushels of oats and 500 bushels of corn.

The 40,000-bushel grain elevator at Ogden, Ill., belonging to Frank Supple, of Bloomington, was entirely destroyed by fire March 8. The origin of the fire is unknown, but it probably originated from a spark from a passing locomotive. The loss on the building was about \$8,000 and \$1,000 on the grain, which was covered by insurance. Mr. Supple intends to rebuild the elevator.

Shortly after midnight February 14 the grain elevator at Le Roy, Ill., which was owned by E. R. Ratliff but leased by the Clark Grain Co., of Argenta, was destroyed by a fire of unknown origin. There were 8,000 bushels of corn and 2,000 bushels of oats in the building valued at \$5,000, making the total loss \$12,500. The grain was insured and some insurance was carried on the building.

A warehouse at Adams, Tenn., was recently destroyed by fire together with 250 bushels of millet seed, 100 tons of hay and 700 bushels of shelled oats which it contained. The building was owned by the Sadlersville Warehouse & Storage Co., of Sadlersville, and the contents belonged to Dr. M. L. Bradley and was valued at \$2,600, partly covered by insurance. Insurance was also carried on the building.

The three elevators of the Calumet Elevator Co. at Ninety-fifth street and the Calumet River, were destroyed by a fire of unknown origin February 17. A number of firemen were hurt when an explosion of grain dust tore out a wall at the top of the plant and much adjacent property was damaged by the fire. About 400,000 bushels of grain were destroyed making the damage more than \$500,000. The insurance carried is about \$75,000.

William R. Murray, a grain man having a part interest in the elevator on the Missouri Pacific Railway at Plattsmouth, Nebr., died March 3, at Mynard.

John A. McCauley died recently in Philadelphia, Pa., at the age of 79. Mr. McCauley was a member of the Corn Exchange Regiment which was formed at the time of the Civil War.

Herbert C. Fairbanks died February 9 at his home in Keene, N. H., at the age of 58. Mr. Fairbanks was manager of the grain store of the J. Cushing Co., of Winchendon, Mass.

D. R. Gordon, chief of the Kansas grain inspection department, has notified the Board of Trade that inspection and weighing fees under the new law will be based on the actual contents of the cars, the rate being 1c per 1,000 pounds for weighing and 1c per 1,000 pounds for inspection. In cases where cars are inspected in Kansas and weighed in Missouri, the receiver must report the weight to the Kansas department.

HAY AND STRAW

An alfalfa mill will probably be erected at Perris, Cal.

The alfalfa mill at Fowler, Mo., has been closed for the season.

W. F. Heck & Co. succeed Clark Grain and Hay Co. at Pittsburg, Pa.

Ennis & Freeman have succeeded E. E. Freeman, hay dealer, at Tampa, Fla.

The firm of O. K. Linabury, Inc., New York, has been dissolved and is succeeded by McAllen & Nuttall.

A hay house will be erected at Kansas City, Mo., in connection with the mill which is being planned by the Nelson Grain Co.

The firm of Porter & Traphagen has been dissolved. Mr. Porter takes the business at Caywood, N. Y., and Mr. Traphagen that at Trumansburg, N. Y.

The Kearney Alfalfa Mill Co., of Kearney, Nebr., has been incorporated by E. D. Gould, L. B. Walmer and A. A. Scoutt, with a capital stock of \$10,000.

Two cars of Californian hay were recently shipped to New York City to supply the special need of a consumer who paid about \$45 a ton delivered.

The St. Joseph Hay & Feed Co., of St. Joseph, Mo., has been incorporated with a capital stock of \$4,000, by H. L. Danner, J. W. Edwards, J. W. Driver and B. G. Voorhees.

Ed. Koerner & Co., of Hoagland, Ind., has been incorporated with a capital stock of \$6,000, by Charles S. Bash, P. D. Snayner and Ed. Koerner. The company will deal in hay and grain.

The Alfalfa Meal Manufacturing Seed & Fuel Co., which was recently organized at Hansen, Idaho, with a capital stock of \$100,000, will soon erect a mill which will have a capacity of 40 tons per day.

S. C. Prewitt, of Lexington, Ky., intends to sow about 2,500 pounds of alfalfa seed on a plantation near Columbus, Miss., which he recently purchased. Mississippi is gaining a reputation as an alfalfa producing state.

E. Stanger, in the Battle Creek Valley, near Hermosa, S. D., the pioneer alfalfa grower of that state, has 800 acres in alfalfa and is adding more acres. Part of his 800-acre patch has been yielding for 25 years continuously.

A. J. Hillhouse, of Dixon, and W. L. Ely, W. W. Cook, W. L. Rose and G. L. Carroll, of Sacramento, Cal., are the directors of the newly incorporated Peerless Alfalfa Co., of Sacramento, Cal., which has a capital stock of \$30,000.

Plans for an alfalfa mill at Chico, Cal., are being discussed and the Golden Gate Alfalfa Milling Co., of Oklahoma, has offered to furnish \$7,000 for that purpose if the citizens will give the other \$7,000 necessary for its establishment.

A controlling interest has been purchased in the Scout Alfalfa Meal Mill at Kearney, Nebr., by E. D. Gould and L. B. Walmer. The business has been incorporated by the new owners together with Arthur Scoutt, with a capital stock of \$10,000.

The M. E. Griffin Hay and Grain Co., Hartford, Conn., has been succeeded by the Hartford Hay and Grain Co., officered as follows: Marshall H. Fuller, president; Meade E. Griffin, vice-president; C. S. Hutchinson, treasurer, and Marshall J. Fuller, secretary.

A movement has been started on the New York Produce Exchange, by local hay receivers, to interest the traffic men of the New York Central and the Erie lines in the erection of a hay storage house of 1,500-carload capacity at New Durham, near Weehawken, on the West Shore Railroad. The committee of the Hay Exchange in charge of the negotiations is composed of Edward Vreeland, W. C. Bloomingdale, Frederick M. Williams, Charles J. Austin, E. A. Dillenbeck and R. J. O'Brien, secretary of the Exchange.

The Government has revised its ruling as to the transportation of loose hay on the Ohio River Louisville-Jeffersonville ferryboat, and now permits the boat to carry the hay provided it is covered with a tarpaulin. Several months ago the board of supervising inspectors stopped the transportation of loose hay on all passenger-carrying steamboats; but the order cut down the supply of hay to Louisville to such an extent that the demand could not be supplied; and shippers had been obliged to send hay over on the ferryboats after night, when no passengers were carried.

HAY OFFICERS' SOUTHERN TRIP.

Pres. B. A. Dean and Sec'y Taylor, of the National Hay Association report, finding on their recent Southern trip, "a flourishing condition of the trade in those localities, and that the personnel of our membership in the cities we were privileged to visit convinces us that as a whole they are a

class of business men who stand for fair dealing and are members of our Association whom we have reason to be proud of.

"On presentation of the advantages to be gained by associating themselves with us by a membership in our body, we were able to secure 45 new members. We feel very proud of this addition to our membership as they are representative dealers in the Southern trade, having been selected with great care and endorsed by our state-vice-president in each case.

"The courtesies extended the officers of our Association, while en route, were indeed of a most cordial nature, and impresses us with the thought that the reputation of our National body has reached the dealers in this great consuming portion of our Union."

CANADIAN HAY TRADE.

Notwithstanding the duty of \$4 per ton imposed on Canadian hay going into the United States, and the uncertainty of reciprocity becoming law, American buyers are still taking all the No. 1 and extra No. 2 Canadian hay they can find at country points. It is stated, however, that this class of hay is so scarce that the quantity changing hands is very small. It appears there is still an abundance of hay in farmers' hands in Quebec and eastern Ontario, as dealers from many points in both provinces state that the estimates of last crop have been too low, and that farmers will have considerable quantities left over in the spring after their live stock is out in the fields. A party from the North Shore stated that a good deal of hay in his district is clover mixed and nothing extra at that; and that farmers want the price of No. 2 hay, and consequently they are holding for more than present market value. The same party stated that he knew some farmers are expecting the reciprocity treaty will be ratified, in which event they are expecting \$2 to \$3 per ton over present prices. This, no doubt, is one reason why farmers are holding their hay.—*Montreal Trade Bulletin.*

DAMAGES FOR BREACH OF CONTRACT.

In an action to recover damages for an alleged breach of contract for the purchase of wheat, the Supreme Court of Alabama, on the appeal of Cassell's Mills vs. Strator Bros. Grain Co., 51 Southern Reporter, 969, holds had a set-off plea where the only amount offered to be set-off or recouped was \$5,000 as damages or losses to the defendant from the sale of flour manufactured out of the wheat purchased of the plaintiff, which loss was alleged to have been occasioned by the inferior quality of the wheat sold, in that it was not of the grade or quality contracted to be delivered.

In order for such damages—damages for breach of contract of sale—to be recoverable in the main suit, or as set-off or recoupment, it must be alleged, the court says, that such damages were reasonably within the contemplation of both parties at the time of contract of sale. The vendor must have known, or have had knowledge of facts sufficient to charge him with notice, that the wheat sold was to be manufactured into flour to be sold by the purchasers of the wheat to or for a particular trade and that the damages suffered would probably result from a breach of the contract on the part of the vendor. It was not sufficient that the damages were suffered and that the purchasers contemplated the manufacture of the wheat into flour and sale of it at a profit at the time of the purchase, but the vendor must have known this too or be chargeable with notice thereof.

Damages for breach of a contract of sale should be such as may fairly and reasonably be considered to have arisen naturally, i. e., according to the usual course of things, from such breach of contract itself, or to have been in the contemplation of the parties at the time they made the contract, as the probable result of the breach. Certainly any special facts which magnify the transaction and entitle the party to special damages should be brought within the contemplation of the parties. These damages or losses of profits in the sale or resale of manufactured products are speculative and too remote to be recoverable in an action for breach of contract of sale of the raw material out of which the product is to be manufactured and sold. Whatever may be the law and rule of other states, it is the settled law of Alabama that such damages are too conjectural and speculative when based on losses of, or failure to realize, profits out of contracts for resale of the property or for sale of products to be manufactured out of the property.

The true and proper measure of damages for breach of contract to sell and deliver chattels is the difference between the agreed price and the price at which similar property could be purchased in the markets. This being the only damage or claim sought to be set off or recouped by the plea, it was therefore subject to demurrer. Had there been other damages sought to be set off by the plea, it would probably not have been subject to the demurrer, because these particular damages were not recoverable.

PERSONAL

J. L. Purdum is now manager of the Hoffman Elevator at Oakley, Kan.

Alfred Alder, Sr., is the new grain buyer for the Reedy Elevator at Volin, S. D.

R. M. Hodam, of Downs, has taken charge of the Farmers' Elevator at Ludlow, Ill.

Ole Shurson has been appointed manager of a Farmers' Elevator at Driscoll, S. D.

C. H. Deuel, of Glencoe, has taken charge of the Powers Elevator at Royalton, Minn.

J. C. Pigsley is the new manager of the Farmers' Co-operative Elevator at Scotland, S. D.

M. J. Roelike has accepted a position as grain buyer in one of the elevators at Tintah, Minn.

J. L. Shearer will succeed R. C. Yappen as manager of the Farmers' Elevator at Ashton, Iowa.

J. H. Windherts, of Huron, S. D., has become head of an elevator company at Sherman, S. D.

J. F. Mallay has resigned his position as buyer for the Crown Elevator Co. at Bird Island, Minn.

H. C. Huck, of Mallard, has been engaged as manager of the Farmers' Elevator at Rock Valley, Iowa.

C. A. Beebe has sold his elevator and coal business in Forreston, Ill., to the B. P. Hill Grain Co., of Freeport.

L. M. Noble has taken charge of the grain elevator at Egan, Ill., and will conduct it for Wingent & Clevidence.

S. W. Henderson, manager of the Royal Grain Co., Ltd., of Winnipeg, Man., recently underwent a small operation.

W. L. Horner has taken charge of the elevator at Great Falls, Mont., which he owns in connection with Jerry Monda.

Lee King has been elected manager of the Odell Farmers' Elevator Co., of Odell, Nebr., as A. O. Burket has resigned.

August Anderson has taken charge at the elevator of the Nome Grain Co., of Nome, N. D., as manager and buyer.

R. G. Hall, of the Woodley-Hall Grain Co., of Hattiesburg, Miss., has sold his interest to F. B. Woodley and will retire.

A. L. Crist, who has been manager of the Hoffman Elevator at Oakley, Kan., has been promoted to the position of auditor.

James E. Seaver, manager of the Midland Elevator Co., at Kansas City, Mo., which is owned by Peavey & Co., resigned recently.

Daniel Coonan, of Minneapolis, Minn., has charge of the Osborn-McMillan Elevator at Maple Lake, Minn., as T. P. McAlpine has resigned.

W. G. Bergstresser has resigned as manager of the Farmers' Elevator Co., of Crandall, S. D., and has been succeeded by Henry Roberts.

Albert Bleyhl recently took over the management of the Van Dusen Elevator at Cottonwood, S. D., succeeding Dick Hopkins, who is retiring.

Glenn Scott, who has been appointed manager of the Farmers' Business Association of Beaver City, Nebr., will take charge of the elevator March 1.

G. C. Mather, manager of the Farmers' Co-Operative Elevator Co. at Garner, Iowa, has resigned and will take charge of the Gilbertsons' Nursery at Mason City.

Harry M. Barker has resigned his position as president of the Electric Elevator & Milling Co., of Buffalo, N. Y., and has been succeeded by H. T. Kneeland.

Herman Miller, formerly connected with W. R. Bloom's Elevator at Klemme, Iowa, has accepted the position of manager of the Farmers' Elevator at Garner, Iowa.

John F. Mintkin has been appointed agent for the Crowell Lumber & Grain Co., of Nickerson, Nebr., to succeed Otto Struve, who has been transferred to Creston.

John Frank, formerly employed at the elevator of the C. H. Fintel Co. at North Prairie, Wis., has taken a position in a grocery store. H. A. Fintel is now operating the elevator.

Mr. Rickard, of J. Rickard & Son, of Mt. Carmel, Ind., was married at Danville February 13th, and will make his home at Mt. Carmel, near which place he operates an elevator.

C. L. Bowdish, manager of the Potterville Elevator, will take charge of the house at Stockbridge, Mich., succeeding F. G. Marshall, who has held that position for nineteen years.

A. M. Anderson, who has been manager of the Monarch Elevator at Twin Valley, Minn., for the past ten months, has been forced to seek a new location as that house has been closed.

J. W. Fisher, one of the oldest members of the Chamber of Commerce, recently celebrated the sixty-first anniversary of his marriage at his home in

Cincinnati, Ohio. Mr. Fisher is in the hay and grain business and is 81 years old.

W. H. Estee has resigned his position as manager of the Sleepy Eye Elevator at Milroy, Minn., and become editor of the Parker Press, of Parker, S. D.

C. R. Allen, a grain dealer of Wichita, Kan., recently suffered a concussion of the brain by falling on an icy sidewalk while in Kansas City attending the Kansas Grain Dealers' convention.

H. F. Degerness, formerly grain buyer for the Great Western Elevator Co. at Kellogg, N. D., will take charge of the Great Western Elevator at Gary, Minn., as soon as the new crop commences to move.

Axel Carlson has been chosen manager of the Farmers' Grain Elevator Co., of Axtell, Nebr., as Jas. Johnson, former manager, has resigned to accept a position as manager of the Crete Elevator Co.

Martin Fredrickson has severed his connection with the Farmers' Elevator at Pekin, N. D., of which he was agent, and will buy for one of the line elevators. Oscar Bue will succeed Mr. Fredrickson.

R. D. Robertson has resigned his position as manager of the Powers Elevator Co. at Marion, N. D., and will be succeeded by P. A. Dykstra, of Windsor, N. D. Mr. Robertson will accept a position in Pullman, Wash.

John F. Harnden, formerly manager of the first elevator at Antelope, N. D., and more recently the elevator of the Powers Elevator Co., of Gladstone, has taken charge of the Dickinson Farmers' Grain Co., of Dickinson, N. D.

OBITUARY

R. A. Yellowlee, one of the oldest members of the Produce Exchange, died recently in New York, at the age of 67.

John A. Macaulay, a well known grain dealer, of Philadelphia, died at Westmont, N. J., on February 18, aged 79 years.

Frank Rogers Hoyt, an old member of the grain trade of New York, died February 25, at the age of 51, at his home in Plainfield, N. J. His death was due to paralysis.

Joseph K. Davis, a member of the Chicago Board of Trade for 25 years, died February 26, at his home in Evanston, Ill. Deceased was 75 years old. He is survived by three sons and a daughter.

Leman Bartlett, a member of the Milwaukee Chamber of Commerce, died on February 22, at the age of 81. Mr. Bartlett was formerly head of the firm of L. Bartlett & Son, one of the oldest grain firms in Milwaukee, Wis.

Albert W. Walker, a wheat trader for the Bartlett-Frazier Co., of Chicago, died recently at his home in Edgewater, Ill., at the age of 47. His death was probably due to stomach trouble. Deceased is survived by a widow and three children.

James Jackson was drowned recently in the Appomattox River when he fell from a motor boat and was seized with cramps as he swam towards shore. Deceased was connected with the Virginia Grain & Seed Co., of Petersburg, Va. He is survived by two sisters and a brother.

Adam Bach, a well known retired grain and feed merchant, died recently at the home of his grandson in Baltimore, Md., aged 86. Mr. Bach was born in Hesse-Darmstadt, Germany, but came to Baltimore in 1845, where he conducted a grain and flour business until twelve years ago, when he retired. Deceased is survived by five daughters.

John White, for many years engaged in the grain and flour business, died recently at his home in Bentleyville, Pa., after a long illness, at the age of 77. Mr. White retired from the grain business a few years ago and engaged in the real estate business. He is survived by a widow and eight children.

Frederick A. Howe, one of the oldest members of the Chicago Board of Trade, died at Miami, Fla., recently at the age of 81. Mr. Howe was an old resident of Chicago, having come here June 7, 1834, when he was four years old. For many years Mr. Howe was the western representative of the Grand Trunk Railroad.

Caleb Francis Eddy, a resident of West Newton, Mass., for 44 years, died February 20 after an illness of over a year's duration. Mr. Eddy was born in Amherst in 1836 and was married in 1860. In 1867 he moved to Newton where he engaged in the grain, hay, coal and wood business. Deceased is survived by his wife, seven daughters and five sons.

Alfred Wannamaker, who has been vice-president of the Toledo Grain & Milling Co., of Toledo, Ohio, since 1891, died recently from a stroke of paralysis which rendered him unconscious while at dinner. Deceased was born in Trumbull county 66 years ago. In 1869 he became manufacturer and grain elevator operator at West Salem, Ohio, where he remained until his retirement two years ago due to a stroke of paralysis. A wife, a son and two daughters survive him.

CROP REPORTS

Eastern Montana reports that its wheat crop is in excellent condition and that there will be one of the greatest harvests in the history of that section.

Growing wheat around Mt. Vernon, Ind., and throughout Posey County is reported to be in a very promising condition, except that which was sown very early.

The reports all indicate that the winter wheat has been helped in the Southwest by abundant rains; and is in promising condition, barring the possibility of "fly."

The Oklahoma wheat crop for March is reported much improved. Though the March condition is 49 per cent it is expected that the April report will show 75 per cent of the normal crop.

It is reported that the Hessian fly has made its appearance in the wheat fields of Illinois, but whether it will develop as a serious pest depends largely upon the weather conditions.

Reports come from Georgia that a recent freeze has damaged the wheat and oat crop to the extent of several thousand dollars. Much of the crop has been uprooted by the spewing up of the ground.

Secretary Fowler, of the Northwestern Grain Dealers' Association, makes a report concerning Canadian stocks, stating that the figures show big stock back in store, but amount back in farmers' hands not so large as expected.

During the month of March the world's supply of wheat comes principally from India though New Zealand, Chili and Upper Egypt also contribute. Of the 420,000,000 bushels, India furnishes 360,000,000 bushels and the other countries about 60,000,000 bushels.

Farmers around Brown Valley, Minn., have already started to sow their wheat. Though no general seeding is under way, still wheat growers throughout Traverse, Big Stone, Stevens, Swift, Lac Qui Parle and Chippewa Counties are preparing to have an early crop.

Some damage was done to the wheat crop in Michigan according to the March report. Three hundred and four correspondents report no damage while 390 state that some has been done. A year ago one quarter reported damage while the other three-quarters said there was none.

Word comes from Berlin that the German Agricultural council has followed the example of the American Department of Agriculture and has issued a table showing the amount of grain remaining in the farmers' hands on March 1. The following figures are given: wheat 879,862 tons, rye 2,824,039 tons, oats 2,839,725 tons and barley 673,225 tons. In 1910 the harvest yielded in tons: wheat 3,861,479, rye 10,511,160, oats 7,900,376 and barley 2,902,938.

THE CROP REPORT.

The March Crop Report estimates that the quantity of wheat in farmers' hands on March 1 was 179,690,000 bus., or 25.8 per cent of the crop of 1910, against 173,344,000 bus., or 23.5 per cent of the crop of 1909.

The quantity of corn is estimated at 1,265,634,000 bus., or 40.5 per cent of the crop of 1910, located as follows, in millions of bushels:

States.	% of 1910 crop.	1911.	1910.	10-yr. Ave.
New York.....	32	8.3	7.0	5.8
Pennsylvania.....	38	24.7	14.2	18.4
Texas.....	34	61.6	29.3	40.9
Ohio.....	39	56.4	61.2	43.5
Michigan.....	35	23.8	23.1	16.3
Indiana.....	42	84.5	76.6	62.3
Illinois.....	43	178.4	155.3	133.2
Wisconsin.....	30	15.4	16.7	15.3
Minnesota.....	29	16.3	21.2	14.0
Iowa.....	44	151.3	121.7	116.9
Missouri.....	42	115.0	77.0	76.3
Kansas.....	42	71.0	54.0	55.1
Nebraska.....	44	90.8	85.4	86.9
South Dakota.....	25	13.5	25.5	17.1
North Dakota.....	7	0.2	1.4	0.6
Washington.....	15	0.1	0.1	0.0
Oregon.....	14	0.1	0.1	0.1
Idaho.....	14	0.0	0.0	0.0
California.....	12	0.2	0.2	0.2

United States.....40.5 1,265.6 1,050.9 953.1

The quantity of oats still on the farms was estimated at 421,535,000 bus., or 37.4 per cent of crop of 1910, located as follows: the figures representing million of bus.:

States.	% of 1910 crop.	1911.	1910.	10-yr. ave.
New York.....	42	19.4	14.9	17.5
Pennsylvania.....	43	15.1	9.1	13.5
Ohio.....	37	24.3	20.8	15.2
Michigan.....	39	20.0	16.5	13.6
Indiana.....	32	21.0	18.3	13.1

Illinois.....	37	63.3	54.1	41.9
Wisconsin.....	43	29.7	35.1	33.3
Minnesota.....	36	28.3	36.1	28.5
Iowa.....	42	76.2	40.6	43.7
Missouri.....	40	10.5	6.5	6.2
Kansas.....	42	19.6	9.5	8.7
Nebraska.....	46	34.1	24.7	22.0
South Dakota.....	35	12.3	17.4	12.8
North Dakota.....	30	3.4	22.8	15.3
Washington.....	25	2.2	2.5	2.1
Oregon.....	31	3.2	2.7	2.4
Idaho.....	30	2.1	2.3	1.2
California.....	13	1.1	0.8	0.6

United States.....37.4 421.5 363.2 318.0

The quantity of barley on farms March 1, 1911, was about 31,062,000 bushels, or 19.1 per cent of the 1910 crop, against 41,220,000 bushels, or 24.2 per cent, of the 1909 crop on farms March 1, 1910. About 50.4 per cent will be shipped out of the counties where grown, against 51.7 per cent of the 1909 crop.

[For the Michigan Bean Jobbers' Association.]

CROP STATISTICS AND HOW THEY ARE COLLECTED IN MICHIGAN.

BY HON. FRED MARTINDALE.

As the methods of the state of Michigan in gathering crop statistics are practically the same for all crops, and as the purpose is a single one, I will deal with the subject as relating to crops generally.

In a comparatively few years the bean crop of Michigan has developed from one of small significance in point of bushels raised and of smaller significance in relation to the commercial world to a point where the success or failure of the crop spells not only the degree of individual comfort and success of the producer and those otherwise directly connected with the industry, but also has a considerable bearing upon the general prosperity of the entire population of our state. The average citizen will better understand the great development of the bean growing industry in this state when he is familiar with the fact that the bean crop of Michigan has increased thirty fold in the past twenty-five years, and that the crop of the state for the year 1910, according to the estimate of Michigan's Department of State, which estimate, I am informed, is considered a low one by your Association, is more than 1,000,000 bushels in excess of the production of the entire United States for the year 1899, as shown by the 1900 U. S. Census. The entire bean yield of the United States for the year 1899 was 5,064,844 bushels. The estimated yield for the state of Michigan for the year 1910 was about 6,000,000 bushels. Excluding the value of the portion of the crop used for seeding, the enormous sum of eight to ten million dollars, an amount exceeding the yearly value of the wheat crop of the state, has been received, directly and indirectly, by the Michigan farmer for last year's bean crop. This vast sum of money received by the farmer is expended by him for the various necessities and luxuries of life. The clothier, the shoe dealer, the lumber dealer, the milliner, the dressmaker, the hardware merchant, the dealer in farm machinery, the automobile manufacturer and the sellers of various other commodities, including labor, all receive their fair proportion; and thus is indissolubly interwoven the prosperity of our merchants, manufacturers and laborers with the success or failure of a crop of such immense value as the bean crop.

Each season a serious question arises to confront the farm producer of the crop: At what price is he to market his crop so as to get its fair valuation with reference to supply and demand. This question of price, of course, also vitally affects the dealer and consumer.

The price should primarily be regulated by the law of supply and demand. A large crop and a light or normal demand, other things being equal, necessarily mean a low price, not only to the farmer but to the consumer. It means that the dealer must purchase at a correspondingly low price, or be placed in a position of unloading at a sacrifice. On the other hand, a small crop and a great or normal demand, other things being equal, necessarily mean a high price, not only to the farmer but to the consumer. It also means that the dealer may purchase at a correspondingly high price and still transfer his purchases at a profit. If accurate, or reasonably accurate, information can be given to the general public as to the yield of the staple farm products a reasonable time in advance of the marketing of the crop, a great element of speculation is removed and the marketing of the crop is placed upon a firm business basis.

Uncertainty of yield, the vital element in price fluctuation, has been eliminated. The farmer is thus enabled to intelligently fix a market price for his product in conformity with the law of supply and demand. There is no inducement for him to withhold his crop from the market owing to the fact that he may believe some one may have better information in regard to the yield than he and knowing this take advantage of him. The dealer is

also placed in a position where the question of chance is reduced to a minimum. He is reasonably certain of the price he can pay for the crop in order to make his fair profit. Accuracy, or reasonable accuracy, as to crop conditions in the country as a whole and as to its various sections is of great importance in many ways.

1st. It gives the railroads and other carriers advance information as to the proper distribution of their carrying service so as to best facilitate getting the crops to market. For the past three or four years representatives of the principal railroads in Michigan have annually visited the Department of State to obtain information relative to the anticipated shipping of farm products, to enable them to provide sufficient cars to take care of the business and avoid a shortage in shipping facilities. This, I believe, is a great benefit to both producer and shipper.

2d. It gives advance information to the merchant as to the probable demand for certain lines of goods and wares in his community. If the prospect is for good crops, then the merchant can prepare himself to meet the demand upon him, for he knows that upon the general ability of the public to buy depends to a great degree the amount of his sales. This general ability of the public to buy is in this country, to a great extent, measured by the crop output. In other words, the country's prosperity is gauged by the degree of success of the crops.

3d. It also serves as a guide to manufacturers in the distribution of their products, large consignments being sent to districts where crops are good and the resultant ability to purchase is great, and correspondingly small consignments to districts having poor crops and where the ability to purchase is correspondingly reduced. The demand for the output of many manufacturers is governed entirely by the degree of success or failure of crops; and with few exceptions, the output of all manufacturers is affected thereby.

The information in regard to crop areas, conditions and yields is collected by various private associations, and sometimes the information is very carefully, systematically and accurately collected. However, the farmer is very loth to accept conclusions based upon private investigation, for he will not be convinced that the factor of self interest may not somewhere be lurking in the information.

In addition, all information in regard to crop statistics should be as readily accessible to and as soon available for the use of the farmer as for any other person; in this way only does he stand upon an equal footing in determining the probable market price. And in this way only can the merchant and manufacturer properly fortify themselves for the probable trade conditions.

The United States Government and many of the different state governments, foreseeing the great speculative element that would be removed in the marketing of crops by disseminating reliable advance information in regard to their areas, conditions and yield, and also foreseeing the great advantage to the commercial interests of the merchant, manufacturer and dealer that this advance information would afford, have established departments for reporting upon crop areas, conditions and yield. The United States Government, about the year 1862, provided for the establishing of a department for reporting upon the crop areas, conditions and yields, and since 1865 regular crop reports have been issued. From a small beginning this has developed into one of the chief branches of the Department of Agriculture.

Shortly in advance of the passage of the bill by Congress, providing for the collection of agricultural statistics, a law was enacted by the state of Michigan, providing that "the supervisors of each township * * * and assessors of each assessment district, at the time of taking a list of the taxable property, * * * ascertain and set down in a table prepared for that purpose the number of acres of improved land in each farm, the number of acres and the number of bushels each of corn, wheat, oats, clover seed and potatoes raised, * * * and such other facts relating to agriculture, pomology and horticulture as may be deemed useful; * * * and it shall be the duty of each supervisor and assessor to forward the said tabular statement to the secretary of state * * * officially certified as correct." The law also provided that these statistics were to be compiled and disseminated by the secretary of state. The only expense incurred in the carrying out of the provisions of this act was the expense of compiling and disseminating the information gathered.

From the year 1876 until the year 1904, inclusive, a period of twenty-eight years, "farm statistics" were reported by the supervisors throughout the state and compiled, published and distributed by the Department of State, as provided in the act. These yearly compilations form an interesting study in Michigan's agricultural development. This act was repealed in 1905.

I very much doubt the economic policy of repealing this law. While the data obtained under its provisions had no direct bearing upon future crop conditions, etc., yet it gave us yearly a compara-

tively accurate acreage and yield which are very essential in estimating by comparison the growing crop. The more often acreage and yield are definitely fixed by census or similar methods, the more nearly correct will be the estimate of acreage and yield of the growing crop. As the taking of the state census is now also abolished, an actual definite taking of farm statistics by public authority will in the future only occur once in ten years in the state of Michigan. This will necessarily make more difficult the correct estimating of acreage and yield.

The Legislature of 1881 enacted a law providing, among other things, "that the secretary of state shall each year obtain monthly statements as to the conditions of live stock, condition and prospects of the growing crops * * * and statements as to the yield of wheat and other farm products; * * * and the secretary of state shall prepare a monthly abstract of the information thus obtained * * * and shall publish * * * copies of the same. That it shall be the duty of the secretary of state * * * to select not less than one person in each township who shall be willing to act as correspondent."

In compliance with the provisions of this act, the secretary of state has compiled, published and distributed monthly crop reports for nearly thirty years.

The information concerning the agricultural productions of the state is reported to the secretary of state upon the first of each month by from one thousand to twelve hundred crop correspondents, representing nearly every agricultural township in the state. In addition to this corps of crop correspondents, from five hundred to six hundred fruit correspondents report the conditions and prospects of the various fruits. For the purpose of reporting crop conditions, the state is divided into four sections, viz., southern counties, central counties, northern counties and the upper peninsula. The southern section is composed of the southern four tiers of counties; the central section, of the fifth and sixth tiers of counties; the northern section, of all the counties in the lower peninsula lying north of the sixth tier. This has been found to be the most satisfactory manner of grouping the counties for reporting crop conditions. Experience has shown that conditions as to climate, variety of crops, etc., are found to be more nearly similar in the different counties under each of the above divisions than could be found by any other contiguous grouping. This aids materially in giving an accurate percentage upon normal crop conditions and crop yield.

The correspondents are usually selected upon recommendation of the township supervisors or other reliable persons, upon information that they are interested in agricultural pursuits and are equipped to give reliable information in regard thereto. The correspondents do not receive a penny of recompense from the state for their services, but act solely through their love for the work and because, upon request, they believe it their duty to serve the state. They are a type of our best citizenship.

The monthly information received from the crop correspondents varies greatly, various subjects being treated at different seasons of the year. For instance, the January report gives the condition of wheat, its protection by snow, condition of live stock, etc.; the February report deals much with the condition of wheat, relative to the damage done by the weather; next follows the condition of fruit buds; and in their turn the planting of oats, barley, corn, beans and potatoes is taken up, showing the percentage of acreage planted or sown, and the condition later of the crops up to the time of harvesting and threshing, at which time the estimated yield is given, usually in the October report. The reports for June, July, August and September deal, among other things, with the condition of beans as compared with an average acreage, probable yield as compared with an average per cent, and the estimated yield per acre.

These reports are made upon forms prepared and furnished by the secretary of state. The correspondent is advised to let 100 per cent represent the normal or average crop, and if, in his judgment, the present conditions indicate any increase or decrease, as the case may be, to indicate it by the proper percentage. This normal or average crop is such a crop as is ordinarily produced if damaging influences and conditions do not exist. Crops produced by exceptionally good care and conditions are more than the normal. Unless abnormal conditions exist, our average is based upon the average production for a five year period.

The percentages, or actual bushel estimates, as given by the correspondents on the report blanks, are copied upon compilation sheets and the total for the state, sections and counties is computed. From these figures are computed the estimated yield, acreage, conditions, etc., as reported by the department for the state and its sections. In arriving at this estimate, experience has proven that slight variation is shown whether the estimate is based upon the number of correspondents reporting upon some particular crop, taking under special consideration the reports from districts where the acreage has no appreciable effect upon the production, or whether

it is based upon the relative value of the acreage or production of each county as compared with the relative value of the acreage or production of the state.

The "Advance Crop Estimate" gleaned from the tabulation and compilation of the crop correspondents' reports is usually in shape to be made public by the 8th of each month. That it may at once be given as wide publicity as possible, it is given to the representatives of the leading daily papers of the state, who are the first to get the information. Within a few hours the "Advance Crop Report," in printed form and containing the same information, is mailed to about six hundred newspapers of the state. The regular report is issued about the 20th of each month. It contains the same information as the "Advance Crop Report," but goes more fully into details. It also gives the comments, in full, of many correspondents covering the various sections of the state. This is mailed to the regular crop correspondents and in addition has a regular mailing list of two thousand names. The United States Government, through its representatives, is a constant seeker after the information contained in these reports.

A remarkable phase in the bean development of this state is the wonderful increase in the yield per acre. The Michigan census for 1884 shows the yield per acre to be 6.4 bushels. The Michigan census for 1894 shows the yield per acre to be 7.9 bushels. The United States Census for 1900 shows the yield per acre to be 10.8 once, if the estimated yield of the department is correct. The yield per acre for the year 1905 was 15 bushels for the state. According to the estimate of the Department of State for the year 1910 the yield per acre for the state was 13 bushels.

Deeming it peculiar that the yield would increase by leaps and bounds until the year 1904 and then remain practically stationary, the department made an effort to verify the estimate of the yield per acre for 1910. About thirty letters were mailed to bean threshers in the principal bean growing counties, asking each to give the average number of bushels per acre for the 1910 crop threshed by him. The Department received about twenty-five replies from various counties. The average number of bushels per acre obtained through this information increased the estimate only by a very small fraction of a bushel.

In the future, as in the past, it will be the Department's effort to issue absolutely unbiased information in regard to crop area, yield and condition. While the Department does not claim absolute accuracy, yet it believes its estimates have been and will continue to be sufficiently accurate to be of inestimable aid in determining the fair market price of farm crops.

The Canadian government intends to try to regulate the handling of grain. Western grain growers demanded it. The government will introduce a bill into Parliament that will provide for a commission of three; fine and imprisonment for mixing different grades of wheat and power to take testimony and render judgments. Farmers wanted the government to run the elevators, but this request is not granted in the bill. Farmers must be careful and not do any blending or the law might be amended to cover them.—C. A. King & Co.

Attorney-General Wickersham has declared that the final reports of the nation-wide campaign against bucket-shops show that more than 4,000 offices of that character have been put out of business as a result of that crusade. Reports which Mr. Wickersham has received also indicate that the men who ran the bucket shops have in most cases engaged in other business. One former bucket-shop dealer has told Mr. Wickersham that one result of the campaign has been entirely to stop gambling in stocks and grains in many small cities and towns. It has been stated also that three-fourths of the brokers' offices in the West, the South and in the state of Pennsylvania were conducted as bucket-shops before the crusade began.

The legislature of Minnesota has appropriated \$25,000 to purchase seeds to be given to farmers of the burned-over lands in the upper part of that state, the work to be carried on under the direction of the College of Agriculture. Professors Freeman and Boss were immediately appointed a committee to act with the dean in locating a supply of seeds of good vitality and free from obnoxious weeds, that may be purchased at a reasonable price. The land is to be seeded with clover and grass. The method provided by the law for the distribution of the seeds requires that the farmer whose land has been burned over report the condition to his county commissioner, with an estimate of the amount of seed required to plant it. The commissioner will then report the matter to the board of county commissioners, who will forward a requisition to Dean Woods. Upon receipt of the requisition the seed will be forwarded to the auditor of the county, who will notify the farmer. The farmer will be required to sign a receipt for the seed, a copy of which will be forwarded to the Agricultural College.

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of a drying plant depends in great part on its design. The best drier in the world can be so cramped and the handling facilities so crippled owing to improper arrangement that the machine will fail absolutely to respond to the work placed upon it. We believe we possess methods of design and arrangement such as no others in the business, and if you intend installing a drying plant, at least get our ideas.

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LATE PATENTS

Issued on February 7, 1911.

Feeding Means for Belt Conveyors.—William Reinecke, New York, N. Y. Filed June 25, 1910. No. 983,313.

Feeding Means for Belt Conveyors.—William Reinecke, New York, N. Y. Filed January 19, 1910. No. 983,568.

Seed Corn Grader.—Charles Hunnicutt, Wilmington, Ohio. Filed August 22, 1910. No. 983,495.

Issued on February 14, 1911.

Grain Car Door.—George Paget, Arthur E. Paget, and Charles E. Paget, Huntsville, Ont. Filed July 2, 1910. No. 984,102.

Grain Car Door.—Jacob E. Meyers, George A. Hemphill, and Ezra Bowman, Remington, Ind. Filed May 25, 1909. No. 984,513.

Machine for Removing the Butt-Ends of Ears of

Seed Tester.—James H. Brown, St. Charles, Ill. Filed August 11, 1909. No. 984,746.

Smut Machine.—John A. Stensrud, Gull Lake, Sask. Filed June 15, 1910. No. 984,613.

Issued on February 28, 1911.

Grain Car Door.—Herman C. Priebe, Blue Island, Ill. Filed October 17, 1910. No. 985,704.

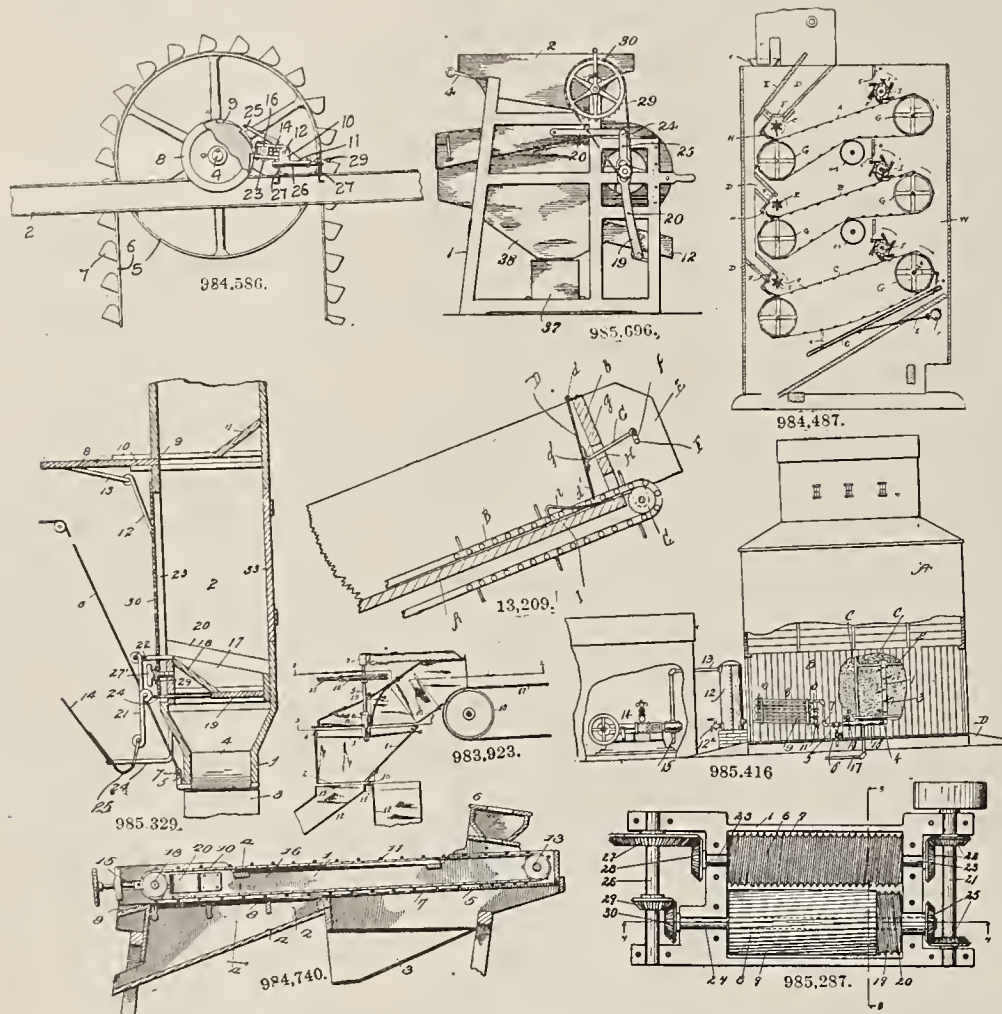
Seed Corn Drier and Hanger.—James A. Trimble, Farrar, Iowa. Filed April 12, 1910. No. 985,230.

Corn Sheller.—John M. Sailer, Janesville, Wis., assignor of one-half to William Musser, Iowa City, Iowa. Filed May 10, 1910. No. 985,287. See cut.

Flaked Grain Mill.—Samuel L. Moser, Upper Sandusky, Ohio. Filed November 29, 1909. No. 985,622.

Grain Renovator and Drier.—Lewis J. Johnson, Springbay, Ill. Filed March 10, 1908. No. 985,416. See cut.

Grain Separator and Cleaner.—George T. Pearce, Sterling, Kan. Filed June 26, 1908. No. 985,096. See cut.



Corn.—Samuel E. Morrall and William W. Morrall, Morrall, Ohio. Filed December 28, 1909. Original No. 907,849, dated December 29, 1908. Divided and application for reissue filed October 20, 1910. Re-issue Nos. 13,206 and 13,207.

Apparatus for Scouring Grain.—Adolf Beck and Edward Angermüller, Coburg, Germany. Original application filed October 28, 1908. Divided and this application filed November 2, 1909. No. 984,504.

Grain Separator.—Charles B. Parks and Berton E. Sturdevant, Sparta, Wis., assignors, by mesne assignments, to C. T. Thorbus, Sparta, Wis. Filed November 11, 1907. No. 984,487. See cut.

Distributing Hopper.—Edward A. Munn and Oliver L. Plumtree, Chicago, Ill.; said Plumtree assignor to said Munn. Filed June 9, 1910. No. 983,923. See cut.

Magnetic Separator.—Alvin Dings and Myron Dings, Milwaukee, Wis., assignors to Dings Electro Magnetic Separator Company, Milwaukee, Wis. Filed March 16, 1905. No. 983,881.

Issued on February 21, 1911.

Attrition Mill Plate.—Benjamin W. Harris, Muncy, Pa. Filed August 26, 1910. No. 984,664.

Grain Car Door.—Jakob Henchert, Winnipeg, Man., assignor of nine-tenths to Margaret Mullaly, Winnipeg, Man. Filed September 13, 1909. No. 984,560.

Feeding Mechanism for Corn Shellers.—William J. Dauner and Louis F. Dauner, Sutton, Neb. Filed December 19, 1910. Serial No. 598,253. Original No. 974,476, dated November 1, 1910. Reissue No. 13,209. See cut.

Grain Door.—John Henry, Grand Forks, N. D. Filed April 1, 1910. No. 984,917.

Backstop for Elevator Heads.—Finlay R. McQueen, Minneapolis, Minn. Filed January 11, 1909. No. 984,586. See cut.

Grain Cleaner.—John Beall, Decatur, Ill., assignor to Hugh Crea and Louis D. White, Decatur, Ill. Filed November 27, 1909. No. 984,740. See cut.

Grain Measuring Chute.—Henry Decremer, Perkins, Mich. Filed April 27, 1910. No. 985,329. See cut.

The Minneapolis Traffic Association has made a public statement that the passage by the state legislature of the Cashman distance tariff bill would create discriminations between towns and terminals that would divert the grain trade from its present channels "by compelling the movement of grain from the former, or country station, by long hauls, to the nearest junction points or by short hauls to market."

G. P. Pugh of the Commerce Commission has heard testimony at Indianapolis in the case of Van Atta brothers against the Big Four and Illinois Central Railroads to obtain a readjustment of rates. The case is really an effort by the elevator and grain men of northern Indiana to obtain rates in the territory in controversy to enable them to ship to Chicago where they would obtain better prices and have their product in a better and healthier condition at the time of inspection. The rates now in effect, according to the testimony, almost compel them to ship to Eastern markets or haul to a shipping point on some other railroads than those named in the complaint.

A temporary injunction was granted by Judge Kohlsaat at Chicago two years ago against the Illinois Railroad and Warehouse Commission pending an agreement with shippers before a determination of the Commission's right to prescribe switching rules was forced in the courts. The court on February 28 was advised, however, that after two years of efforts on the part of committees representing the roads and the shippers to agree it had been decided that no compromise is possible and that the case would have to be contested along the lines of the railroads' bill for a permanent injunction. This promises to be a prolonged legal controversy, and the first proceedings in the case will begin on April 3.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address, JAMES M. MAGUIRE, Campus, Ill.

LINE OF COUNTRY ELEVATORS FOR SALE.

Line of 22 country elevators for sale, all located in good territories, 15 in Minnesota and 7 in North Dakota. Will sell as a line or singly. An excellent proposition. Address

ELEVATORS, Box 3, Care American Elevator & Grain Trade, Chicago, Ill.

TEXAS ELEVATOR FOR SALE.

Elevator at El Paso, Texas, in the Rio Grande Valley, where wheat produces 65 bushels per acre. Is a 50,000-bushel house; only one in this territory. A gold mine for a live elevator man. Address

MATTHEWS-CHAMPLIN REALTY CO., El Paso, Texas.

CENTRAL ILLINOIS GRAIN AND COAL BUSINESS FOR SALE.

Good 25,000-bushel elevator in Central Illinois with modern up-to-date equipment; 22 H. P. gasoline power; everything in first class condition. Handles from 175,000 to 200,000 bushels of grain annually. Margins and competition strictly O. K. Plant pays for itself every two years. Price, \$9,500, part cash. Coal business pays elevator expenses. Good location in finest of country; ideal town of 2,000. Reason for selling: going to Texas. Closest investigation invited. Good bargain for someone but is going quick. Address

K., Box 2, care of American Elevator and Grain Trade, Chicago, Ill.

NORTH DAKOTA ELEVATORS FOR SALE.

Elevators and farms in North Dakota for sale. Best business opportunities ever offered in this line. One elevator in a Red River Valley town; it is in one of the best grain towns in the state of N. D.; station handles from 500,000 to 950,000 annually. Six elevators at station; this house handled 140,000 last year; capacity 40,000; two dumps, two sets of scales in elevator; one outside coal scale beam in office of elevator; very convenient coal sheds; we handle from 600 to 1,000 tons coal annually. Elevator and coal sheds on about half acre lot; residence and good well water on same property. An ideal property for man to operate personally; good location, good schools, splendid territory tributary to point. Have four other elevators that will sell. One located in Bottineau County where natural gas fields have been discovered. Elevator 30,000 capacity, 210 acres land joining town and within 200 ft. of elevator; farm has residence, barn and good well; is an ideal layout for man who wishes to farm and run an elevator. Residence is 30 rods from elevator. One located in Ramsey County, elevator 30,000 capacity, have 160 acres land within quarter of mile of elevator. Earnings of farm has paid elevator agent's salary for past three years; fine chance for man to operate farm and elevator together; elevator good paying proposition. One located in another town in Ramsey County with half section land two miles from elevator; good business. Also have quarter section land Cass Co., N. D., quarter section Grand Forks County, N. D., and two half section farms located within three miles of good town. Land all under cultivation. Address

C. E. BURGESS, Devils Lake, N. D.

ELEVATORS AND MILLS**OHIO ELEVATOR FOR SALE.**

A 6,000-bushel Ohio elevator for sale. Has good trade; is located on T. & O. C. Ry., in as good a farming section as there is in Ohio. Everything new and up-to-date; 12-h.p. St. Marys Engine, No. 4 Monitor Cleaner, 1,000-bushel Avery Automatic Scale. Good coal trade, no competition. Also handles hay, flour and mill feed. Price, \$3,500. Address

BOX 51, Climax, Ohio.

FINE INDIANA ELEVATOR FOR SALE.

A 14,000-bushel grain elevator for sale. Gasoline power, corn cribs attached, also hay barn 60x80 feet equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit besides. Address

THE RAYMOND P. LIPE CO., Toledo, Ohio.

MACHINERY**ENGINES FOR SALE.**

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

STEEL ELEVATOR BOOT TANKS FOR SALE.

Five large steel elevator boot tanks for sale. Good condition, water tight, low price. Address

R. E. JONES CO., Wabasha, Minn.

CORN SHELTER FOR SALE.

Marseilles Corn Shelter for sale. Absolutely new; never installed. Address

J. B. HORTON & CO., Memphis, Tenn.

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One 34 H. P. Miami Gas or Gasoline Engine for sale. In good running order.

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GAS ENGINES FOR SALE.

We offer a 5-6-12-25 and 50 H. P. Fairbanks-Morse engine for quick sale. Have also a 30 H. P. McVicker and many other sizes and styles. State your requirements.

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FEED MILLS—7x14 Richmond, 9x14 Allis, 9x24 Barnard & Leas, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Nordyke & Marmon, 9x24 Alfree, 9x30 Wolf, all three pair high; No. O Willford, three roll two reduction, and many others.

ATTRITION MILLS—19-inch, 24-inch and 26-inch Foos, 30-inch American.

ROLLER MILLS—All sizes, 6x12 inch to 9x30 inch in all standard makes.

BUHR MILLS—Portable, iron or wood frame, all sizes.

Dust Collectors, Corn Shellers, Reels, Purifiers, Scourers, Separators, Belting, Pulleys, Shafting, Elevator Supplies.

Write for "Gump Bargains," giving complete list of all machinery in stock.

B. F. GUMP CO., 431-437 S. Clinton St., Chicago, Ill.

SCALES**SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

BARGAINS IN SCALES.

Scale Bargains, 6-ton capacity, platform 22x8, double beam, Fairbanks Wagon Scale. Price \$65.00.

15-ton Do. Platform 22x10, double beam. Price \$95.00. Both first-class condition. Address

STANDARD SCALE CO., 1345 Wabash Ave., Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

HELP WANTED**MEN WANTED.**

One or two reliable and experienced men are wanted to run country elevators in Kansas. None but men of experience and with first-class references need apply. Address

"A. B. C." Box 3, care of "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS WANTED**PARTNER WANTED FOR ESTABLISHED WHOLESALE GRAIN BUSINESS.**

Partner wanted to take active interest, including salaried position, in well established, good paying wholesale grain and hay business in a southern terminal market. Business paying 50 per cent on present investment, but need more capital to work up best results. Prefer man familiar with one or more branches of the trade and whose services and funds are immediately available. \$7,500.00 required. Address

M. T., Box 3, Care American Elevator & Grain Trade, Chicago, Ill.

BUSINESS OPPORTUNITY**FINE OPPORTUNITY IN GRAIN BUSINESS.**

A business opportunity in an up-to-date town of about 15,000 population is offered with a paying and going concern in the Cash Grain Business, engaged in the buying and selling of all kinds of Grain and some Hay. The amount of capital to be taken in, will be between ten and fifteen thousand dollars. This offer is from a concern that has an established business and handles over a million bushels of grain a year in Ohio and Indiana. Handled over 450 cars the past two months.

This opportunity is only made possible on account of the natural growth of the business and with the idea of working better results. Each year has shown a steady increase until it has been deemed advisable to take in more capital providing reliable parties are found. Parties interested are requested to give satisfactory references as to their standing, etc. All correspondence will be treated strictly confidential.

It can be stated that there are no unnecessary risks connected with the business and that its profits are sure and certain. If interested, address SECRETARY OHIO & INDIANA GRAIN SHIPPERS' TRAFFIC ASSOCIATION, Box 185, Piqua, Ohio.

Grain and Seeds**CLOVER SEED FOR SALE.**

Write us for samples and prices on clover seed. Address

GEO. COUCH & SONS, West Salem, Ill.

World's Foodstuffs

You cannot comprehend the world's Wheat situation unless you read the Wagner World's Foodstuffs circulars. Exhaustive. Free. May 1911 Corn and May 1911 Oats circulars also sent to all inquiries.

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Clover, timothy, millet, Hungarian, red top and other field seeds wanted. Write for prices to ILLINOIS SEED CO., Chicago, Ill.

SEED FOR SALE

Pure Medium, Mammoth and Alsike Seed for sale. Write for samples and prices. Address

NATHAN & LEVY, Fort Wayne, Ind.

ALFALFA AND CLOVER SEEDS FOR SALE.

A few cars each of choice mountain grown alfalfa and real clover seed for sale. Address

VOGELER SEED & PRODUCE CO., Salt Lake City, Utah.

SEED BARLEY, CLOVER AND OATS.

Write us for samples and price of the best seed barley in the country. Raised on the bluffs of the upper Mississippi. Also clover, alsike and Regenerated Swedish Oats. Address

R. E. JONES CO., Wabasha, Minn.

REGENERATED SWEDISH SELECT SEED OATS FOR SALE.

Write us for prices and samples of the above variety (recognized as America's greatest oat). Northern grown and free from foul seed. Also medium red alsike clover and alfalfa seed. Address

F. H. MEEKIN & SON, Fond du Lac, Wis.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

SEEDS FOR SALE.

Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, ca. lots or less. Address

LOUISVILLE SEED CO., Louisville, Ky.

BUY AND SELL CLOVER SEED.

We buy and sell Clover Seed. If you have any to offer please send us samples. If you want to buy some let us know and we will submit samples and prices. Address

STOECKER SEED CO., Box 20, Peoria, Ill.

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Broad CONVEYER Patent
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Basis for a large business by an individual, firm or corporation. Best patent in the conveyer line.

Full information on request.

E. E. VROOMAN, Patent Lawyer, Washington, D. C.

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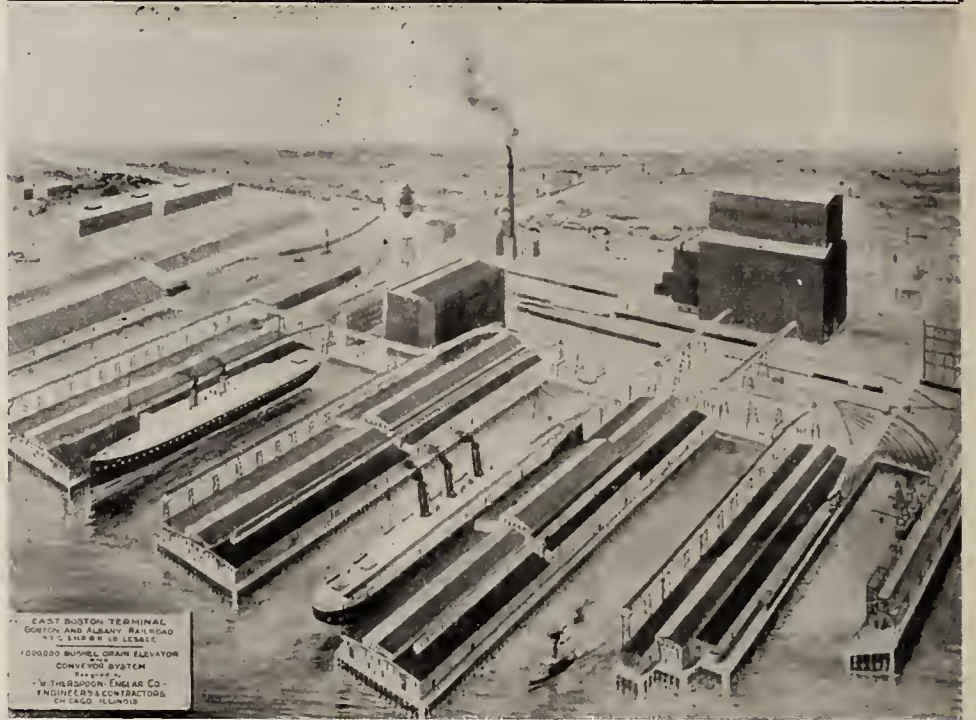
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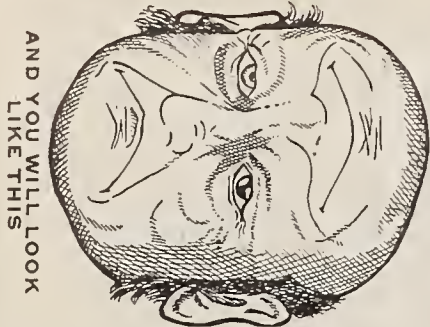
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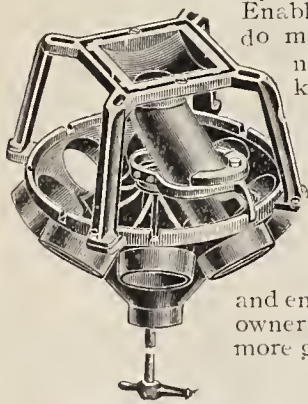
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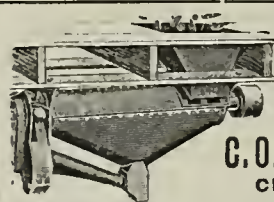
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C. O. Bartlett & Co.
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Millers' National Insurance Co.

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CHARTERED 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS, on the Mutual Plan

Five-Year Policies or short term policies on grain, if required.

Semi-Annual Assessments costing about one-half Stock Company Rates.

Gross Cash Assets..... \$1,645,117.65
Net Cash Surplus and Permanent Fund..... \$966,846.27
Losses Paid Since Organization... \$7,108,022.20

The cost of handling grain and seeds greatly reduced by the use of

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elevators and conveyers, BECAUSE

They facilitate the work and reduce the labor expense.

Write for data on our Grain Handling Equipments.

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We Buy and Sell All Kinds of the BEST FIELD AND GRASS SEEDS

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SHOULD BE ON THE DESK OF EVERY ELEVATOR MAN WHO HANDLES CORN

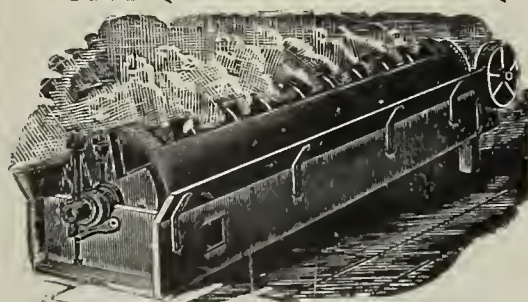
It is the only work that covers the field from the growing to the final disposition of the cereal. An exhaustive treatise on corn growing, breeding, marketing, etc.

The book has been prepared by specialists, under the direction of Herbert Myrick, and covers all features of the corn business. It tells not only how corn should be treated by the farmer as producer in every step of the program of corn culture, but also how to market corn and what ultimately becomes of it—on the farm, as feed; or in the world's markets as the raw material of vast manufacturing industries

Price, \$1.50 per copy

For sale by MITCHELL BROTHERS & CO.
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THE CUTLER STEAM DRYER

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 30 years drying

CORN MEAL AND HOMINY.

BREWERS' GRITS AND MEAL,

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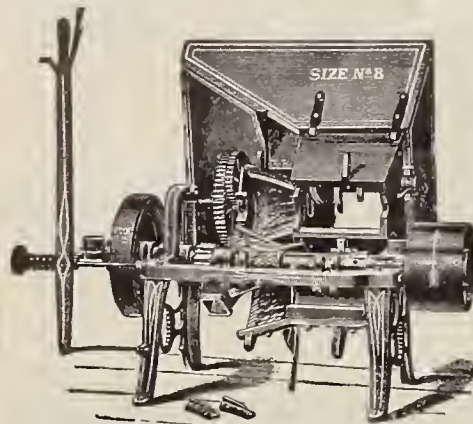
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THE TEMPLE PUMP COMPANY, Manufacturers,

until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy starting, small This is our 56th year.

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Bowsher's All-Around Feed Mill



(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. Quit THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

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This Code meets the present day requirements of the grain and milling trades—is up-to-date in every respect and thoroughly covers the changes in methods and business that have come into use of late years.

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Quality and Capacity Can't Be Equaled

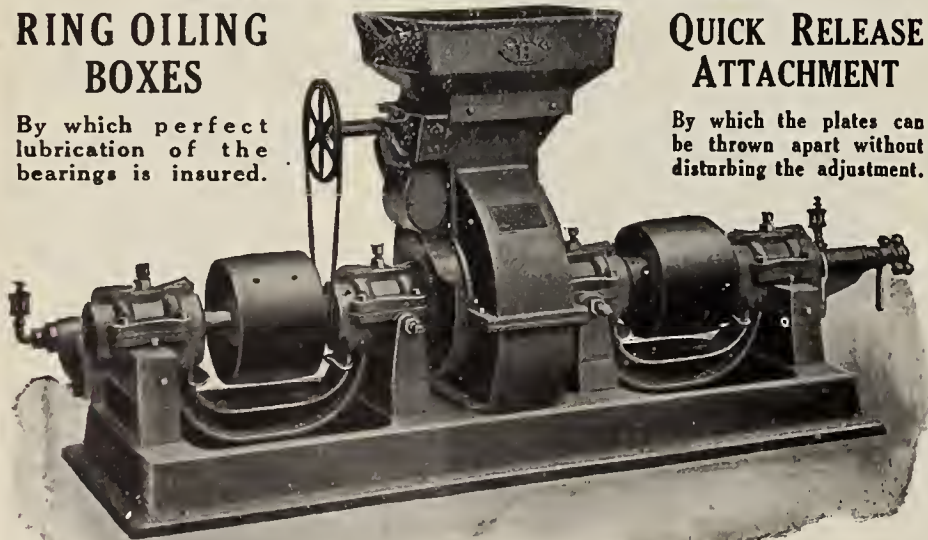
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RING OILING BOXES

By which perfect lubrication of the bearings is insured.

QUICK RELEASE ATTACHMENT

By which the plates can be thrown apart without disturbing the adjustment.



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By which the plates are prevented from striking together when hopper is empty.

IMPROVED AUTOMATIC FEEDER

By which the grain is easily conveyed to the grinding plates, making a positive and noiseless feed.

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General Mill Furnishers

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Progressive Grain Men

Are interested in all phases of the grain business, the milling as well as the marketing of grain. They aim to keep in touch with the consuming trade and know what becomes of their grain in the markets of the world. Such men find the

AMERICAN MILLER

a big help because it fully covers the business of milling wheat and other cereals.

Published on the first of each month, it gives all the news of the milling world and prints a large amount of technical matter that is of interest to the elevator man as well as the miller.

We will send the American Elevator and Grain Trade and American Miller to one address for one year at the combination price of \$2.50. Send in your subscription now.

\$50.00 PER MONTH SAVED

READ THIS LETTER

KIMBALL BROTHERS COMPANY.

Council Bluffs, Iowa, Jan. 4, 1905

Otto Gas Engine Works,
Omaha, Nebraska.

Gentlemen:—We take pleasure in giving you the results of our experience with our 30 H. P. Otto engine and producer.

Prior to installing this outfit we used steam and consumed an average of one ton of \$2.50 Cherokee coal per day, which brought the cost of our power to about \$65.00 per month of 25 days.

We are now doing the same work with an average of 160 lbs. of anthracite pea coal per day, which costs us \$6.10 per ton, or about \$15.00 per month, both of the above figures including the amount required to keep the fire banked nights and Sundays.

Would also say that the man who formerly fired our boiler now attends the producer and devotes about eight and one-half hours, out of ten, to other work.

Benj. McInnerney, V.-Pres.

P. S. (By us.)

The foregoing refers only to the saving in fuel. The actual saving will be as follows:

To the cost of fuel for the steam plant, which was \$65.00, should be added the cost for a fireman and engineer, which at \$2.00 per day would be \$52.00, which added to the \$65.00 makes \$117.00 as the cost of operating their steam plant per month, and which would be \$1404.00 per year.

To the cost of operating the producer gas plant should be added the \$15.00 per month for fuel, 20c per hour for one and one-half hours per day, or 30c per day, equals \$7.80 per month; which added to the fuel consumption equals \$22.80 per month or \$273.60 per year.

It will thus be seen that the saving effected by the producer gas plant is \$94.20 per month or \$1130.40 per year.

The foregoing is not all, as the repairs on the producer plant will be considerably less than on a steam plant. The risk from fire is reduced to almost nothing, and there is absolutely no danger from an explosion, as from a steam plant.

This is only one example out of many other letters that we're only too glad to send you, which tell exactly what the Otto Engines and Producers have accomplished in actual practice, and which are stronger proof for you than any argument we could possibly advance.

The point is: that if other users can make such enormous savings with Otto engines, why can't you?

At least wouldn't you like to find out by writing us a line or using the attached coupon.



Otto Gas Engine Works
3201 Walnut St. Philadelphia, Pa.

Branches: Chicago Omaha Boston Kansas City New York Minneapolis Pittsburg San Francisco

Gentlemen:—
Replying to your ad. in Am. El. & Gr. Trade, March, send me catalogs, etc., together with approximate estimate for installing Otto Engine ofH. P.

COUPON

To be used for.....

Name.....

Firm name.....

Address.....

THE CORN EXCHANGE NATIONAL BANK of CHICAGO

Capital	-	-	-	-	-	\$3,000,000.00
Surplus	-	-	-	-	-	4,000,000.00
Undivided Profits	-	-	-	-	-	1,000,000.00
Deposits	-	-	-	-	-	60,000,000.00

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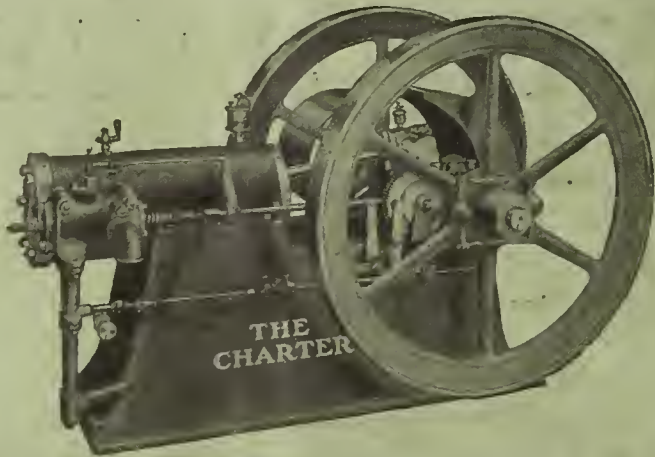
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 We also had a 25 horse Charter engine in Elevator at Flanders, Iowa, which recently burned. The engine was in the heat of the fire but think it can be put in running order at small expense.
 Your books will show that the repairs for these engines have been light. Never had any trouble starting the engines except when 20 or 30 degrees below zero, and think then there should be a fire to warm up the room.
 Yours respectfully,
 PAYNE & SARGISSON.
 Luton, Iowa, February 15, 1911.

ORIGINAL GASOLINE ENGINE OF THE WORLD

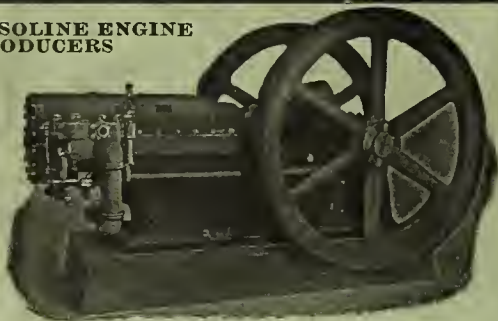
100 H. P. and smaller for all kinds of work. Gasoline, Kerosene, Naphtha, Distillate, Gas, Fuel Oil (very economical)

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If you want a perfectly built and successful running Gas Engine, order the NEW ERA which has our patented Water Jacketed Solid Cylinder Head, Requiring No Packing. We use a Strap Style Connecting Rod, which never breaks, Auxiliary and Regular Exhaust, Make and Break Electric Igniter. We have more good points in the construction of the NEW ERA than any other Gas Engine built, which ranges from 1 1/2 to 150 Horsepower.
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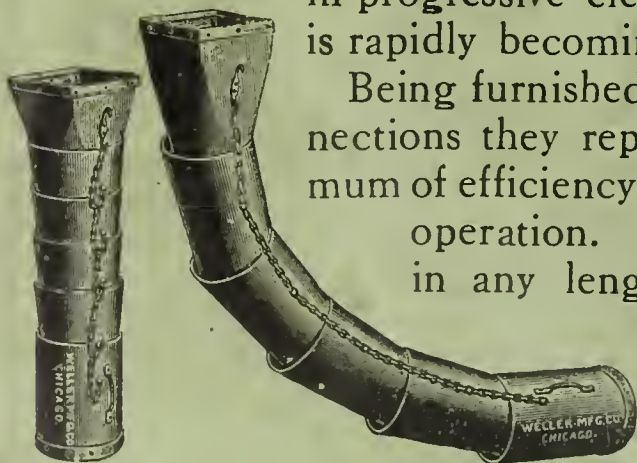


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are so apparent and beneficial that their adoption in progressive elevators and mills is rapidly becoming general.

Being furnished with chain connections they represent the maximum of efficiency and simplicity in operation. We furnish them in any length, diameter or gauge of steel.



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We wish to tend our co-operation to grain men who want to solve the problem of handling materials and transmitting power with the greatest degree of efficiency and economy. A 512-page catalog is sent free upon request.

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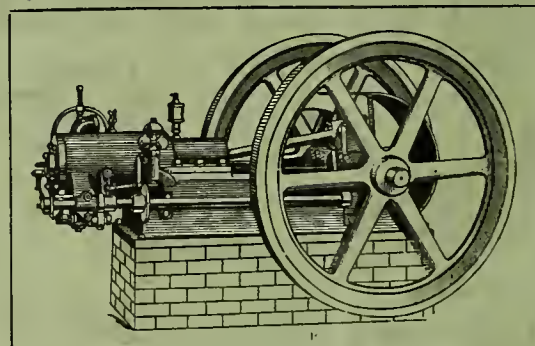
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Anderson, (East Side)

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Day Dust Collector

to bear in mind.

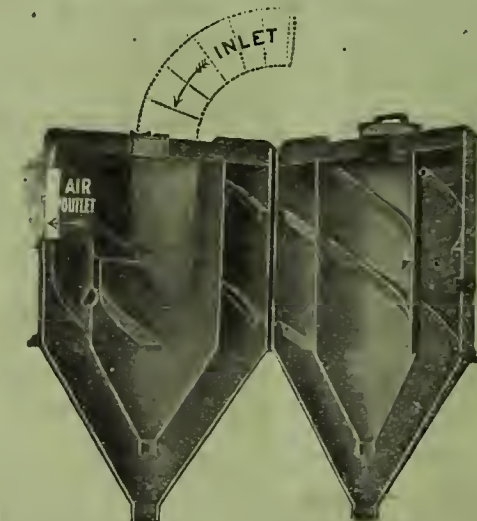
**It saves Power in operating
your Cleaning Machine**

One of many unsolicited credentials:

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 "Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."
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Please give inside measurements of Fan outlet (or if two fans measurement of each) on cleaning machine for which Collector is wanted in writing for prices.

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